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REPORT

OF THE

Bureau of Transportation

TO THE

DIRECTOR-GENERAL.

Philadelphia

JANUARY 31st, 1877.

PHILADELPHIA.

1877.



International Exhibition,

1876,

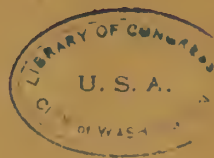
PHILADELPHIA.

REPORT

OF THE

DIRECTOR-GENERAL

UNITED STATES CENTENNIAL COMMISSION.



PHILADELPHIA.

1877.

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REPORT

OF THE

U. S. Centennial Commission

BUREAU OF TRANSPORTATION

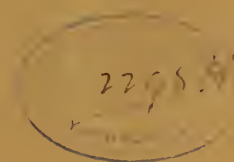
TO THE

DIRECTOR-GENERAL.

JANUARY 31st, 1877.

PHILADELPHIA.

1877.



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UNITED STATES CENTENNIAL COMMISSION.

BUREAU OF TRANSPORTATION.

Chief of Bureau,
DOLPHUS TORREY.

Superintendent of Customs Department,
J. W. HAMPTON, JR.

Cashier,
ETHELBERT WATTS.

Accountants,
ROBERT W. BEATTY,
W. H. WOODWARD.

Chief Clerk,
RICHARD GRAHAM.

Contractors,
CENTENNIAL TERMINAL AGENCY, LIMITED.

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NOTE.—The railroad tracks used in receiving goods are represented by heavy lines, the narrow-gauge passenger railroad by dotted lines, and horse railroads by fine continuous lines. The figures indicate the platforms and sidings at which cars were unloaded.



*Situation Plan,
International Exhibition,
Philadelphia, 1876.*



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UNITED STATES CENTENNIAL COMMISSION,
BUREAU OF TRANSPORTATION,
PHILADELPHIA, January 31st, 1877.

Alfred T. Goshorn, Esq., Director-General,

DEAR SIR:—I herewith transmit to you my report of the service and work of the Bureau of Transportation, of which I had the honor to have charge. In it are included an account of the operations of transportation companies affecting, and of customs regulations relating to, the interests of the Exhibition; and appended to it are a series of statements illustrating and completing it, also copies of all official circulars issued by the Bureau, important blanks, customs regulations, and other documents, which, with the report, are intended to present a clear account of such matters as have made the history of this department of your administration.

I am, very respectfully yours,

D. TORREY,
Chief of Bureau.



CENTENNIAL DEPOT.—PENNSYLVANIA RAILROAD.

REPORT

OF THE

BUREAU OF TRANSPORTATION.

The duties of administration assigned to the Bureau of Transportation at the date of its organization, April 1st, 1875, are named in the circular then issued:—"Foreign transportation for goods and visitors, transportation for goods and visitors in the United States, local transportation, and warehousing and customs regulations," and are herein spoken of in the same order, so far as the relation of the subjects will admit.

FOREIGN TRANSPORTATION.

The transportation of goods and visitors from foreign countries to the Exhibition was necessarily so distributed as to require the service of the principal railroad and ocean transportation lines of the world. The securing from these companies located without the limits of the United States of favorable rates and privileges for goods and visitors brought to the Exhibition had, in the nature of the case, to rest with the respective commissioners of the countries participating. The rates secured by them are given in statements, page 64.

The attendance at the Exhibition of visitors from foreign countries, other than from Canada and the nations of Europe, has been unimportant in number, and in all cases independent of official arrangements for concessions in rates, which have been for members of commissions, exhibitors, and attendants only. Regular saloon passage rates (gold) were, according to the line of vessels and the accommodations furnished, as

MAP OF THE WATER FRONTAGE OF THE PORT OF PHILADELPHIA.



follows:—From Liverpool to New York, one way, from \$51.10 to \$126.53; out and back, from \$128.88 to \$219. From Liverpool to Philadelphia, one way, from \$70 to \$100; and out and back, from \$125 to \$180. From Antwerp to Philadelphia, one way, \$90; out and back, \$160; second cabin, one way, \$60, and out and back, \$108.

Bureau of
Transportation.

It is unnecessary to state in detail the character of the arrangements made by the commissioners of the different countries for the transportation of their goods. In some instances it was by special charters of either steam or sailing vessels, but usually it was effected by contracts with companies running regular lines of steamers to American ports. Some of these contracts were for a stated rate per ton, irrespective of the class of goods, and some provided for a schedule of rates varying, per ton, according to the classification of goods established by the company. Exhibits from China and Japan were brought to San Francisco by the Pacific Mail Steamship Company at half rates, and forwarded from that port by the Pacific railroads, which, with the railroad lines between Omaha and Chicago, most generously gave free transportation from San Francisco to Chicago for seventy-four car-loads of these goods.

Transportation
of foreign
exhibits.

Foreign goods arriving at Philadelphia by vessels were transported from the wharves to the Exhibition by railroad. The special regulations of the Treasury Department (page 114.) required the goods to be held at the wharves until a warehouse entry of them was made, when a permit was issued authorizing them to be forwarded to the Exhibition; but in very many cases, from want of proper invoices, or the absence of owners, the entry could not be made, and the regulation became inoperative. The goods were landed and placed on cars under the supervision of a customs officer, who sealed the cars, and transmitted manifests of the loads to the customs officers at the Exhibition.

Transfer from
vessel to the
Exhibition at
Philadelphia.

Foreign goods arriving at New York and Baltimore were transported to the Exhibition in sealed cars, after a transportation entry of the goods had been made. On arrival at the Exhibition these cars were unloaded after warehouse entry had been made. In both cases the regulation was sometimes suspended by the Secretary of the Treasury for exhibitors

At New York
and Baltimore.



FIGURE 1.—STATIONARY PLATFORM.

unable to present proper invoices of their goods. To provide for the transportation of these goods the railroad companies performing the service gave a special bond for the security of the Government.

Bureau of
Transportation.

Foreign goods arriving at San Francisco were subject to the customs regulations applicable in ordinary commercial business, transportation entry and bond at that place, and warehouse entry, as above, at Philadelphia.

At San
Francisco.

Canadian goods were shipped in cars sealed by the United States consul at the place of shipment, and, on arrival at the Exhibition, after warehouse entry, were, as in all other cases, unloaded under the supervision of a customs officer, who alone could break the seals of the cars.

Canadian goods.

TRANSPORTATION OF GOODS IN THE UNITED STATES.

Concessions in rates for the transportation of Exhibition goods in the United States and Canada were asked for in circular No. 100 (page 85), sent to the managers of all the railroad and steamboat lines in the two countries. To secure uniformity of action by them, the subject was earnestly canvassed at several meetings of their general freight agents, one being called for this special purpose. However, nothing was concluded until the joint arrangement of the four trunk lines (page 87) was announced, when the following letter was distributed, in blank, for signature:—

Concessions for
the transportation of American
exhibits.

“This company will transport at regular rates all articles intended for exhibition at the International Exhibition of 1876, at Philadelphia, as well as all other articles forwarded by exhibitors for their own use, in connection with the Exhibition, and will return unsold articles free. Freight and all charges to be prepaid in every case.”

To which replies were received from all important lines, a list of which is given in circular No. 164 (page 87).

The transportation of Exhibition goods for regular rates in one direction, as announced by the companies, was a liberal concession, owing to the very low rates for freight transportation generally prevailing throughout the country, and did

Regular rates in
one direction.

Bureau of
Transportation

not, in many cases, even cover the cost of returning the goods from the Exhibition. The companies would have suffered a direct loss of revenue in so doing but for the sale of exhibits relieving them of the obligation to return free a large proportion of them. Many railroad companies gave, within the States where located, free transportation for articles intended for the collective exhibitions of their respective States, thus contributing materially to the success of such exhibits.

Free
transportation.

Co-operation of
railroad officers.

The officers of the Exhibition were seconded in all their efforts and arrangements for the transportation of goods by the officers of nearly every railroad and other transportation company in America. All goods arriving by railroad being necessarily delivered over the line of the Pennsylvania Railroad Company, the tracks of which alone connected with tracks within the Exhibition grounds, the business of this Bureau was, with few exceptions, conducted with that company for the entire system of railroads in the United States and Canada. This condition led to a full discussion and agreement with the officers of that company as to the forms and manner in which the business should be conducted, which agreement was followed by the publication of circular No. 144 (page 98), and the issuing of instructions to their agents by the officials of transportation companies.

Instructions to
railroad agents.

The essential points in the instructions issued to the agents of transportation companies by general freight agents were:—*First*, No article to be received for transportation to the Exhibition unless marked with official tags or labels; *Second*, Prepayment of all charges and expenses of every kind incident to transportation to be required, so that on arrival at the Exhibition the goods may be delivered without awaiting the consignee; and, *Third*, As far as practicable, to load cars for one siding only.

Proposed
method
of receiving
exhibits.

Printed descriptions and explanations of the proposed method of conducting the business of receiving exhibits were sent to each American exhibitor and to foreign commissioners, accompanied with a copy of circular No. 142, with explanatory notes and such other information as would fully acquaint them with the requirements necessary to conform to the regulations in shipping their goods to the Exhibition (page 90).

THE RECEIPT OF GOODS—TERMINAL SERVICE. Bureau of Transportation.

The labor of preparing for an exhibition of such magnitude is attended by many perplexing uncertainties; and in no department of the general work are these more manifest than in that of transportation, very little being known in advance of the gross quantity of goods, or of the characteristics of articles of exceptional weight or dimension which will be received, though this information has great value in determining the character and extent of facilities to be provided. The receipt of goods.

With regard to circumstances attending the Exhibition of 1876, it is to be remembered that there was a tardiness on the part of Americans in applying for exhibiting space; so that, at a date when all the buildings to be erected should have been in process of construction, not over one-fourth of those Americans who finally became exhibitors had made application for the privilege. At that time the methods of the Bureau of Transportation had to be determined and adapted to requirements varying from a condition in which the principal buildings might be not fully occupied, to one, as finally proved to be the case, in which the park would be crowded with annexes and supplementary buildings. The problem was to provide the best method for receiving an indefinite but very large quantity of goods, comprising articles and packages of unknown weights, dimensions, and peculiarities, while the service was to be performed within an unstated, but certainly limited, period of time. Delay in applying for space. The problem.

As to the quantity of goods to be received, a general survey of the situation in 1875 showed a probable need of facilities for handling forty thousand tons net; but, to meet contingencies, it was decided to prepare to handle even more, if necessary; or, in other words, to have an expansive arrangement. It will be understood that such requirements depend more upon the time within which goods may arrive than on their quantity. The disposition of a thousand car loads of articles may be a trifling matter if spread over ten days' time, but if they are to be handled within three days' time, it might over-tax every facility provided for the purpose. Estimate of quantity of goods to be received.

The prominent features of the plan adopted, and their relative importance, are as follows:—*First*, The service of an Plan adopted.

Bureau of
Transportation.

organized body of men, known as the terminal force, common to the whole work, who, to the exclusion of exhibitors, their agents, and commissioners, should unload cars, place goods on the space to which directed, and perform all related service; *Second*, The provision of separate sidings for limited sections of the exhibiting space or portions of the enclosure; *Third*, The construction of these sidings so that the use of any one would not interfere with the running of cars to and from any other; *Fourth*, Freight platforms, built to the height of the car floors and arranged for the use of trucks for transporting goods from the cars to their destination.

Assorting cars.

On arrival at the Centennial station of the Pennsylvania Railroad, cars were marked for the siding within the Exhibition at which they were to be unloaded, and they were assorted on a series of tracks, bringing together cars for the same siding. As required, an engine would draw from these distributing tracks cars for a particular place within the Exhibition, and place them to be unloaded (table, page 68).

Numerous
sidings provided.

It was desirable that goods in cars should be transported to a point as near their destination in the Exhibition as possible, so there were provided many places of delivery—sidings within the grounds. This multiplication and distribution of sidings, by dividing the work, permitted a large increase of the laboring force without introducing confusion, thereby securing the feature of expansion which, it was foreseen, might become of the utmost importance if the receipt of the bulk of the exhibits should be crowded into the few days immediately preceding the opening of the Exhibition.

Direction labels
and tags.

So much depended upon the accuracy of the directions placed on packages that the printed labels and tags were filled in to meet the requirements of each lot of goods, and mailed to American exhibitors, with explicit instructions how to use them. It was intended that this should be done in the case of foreign exhibitors by the respective national Commissions. The assignments of space in the foreign sections being determined and marked on plans of the buildings by the foreign Commissioners, they only could give accurate shipping directions for their different exhibitors. These labels or tags, with the manner of filling, will be understood from the

following copy of one, the flag and name of each country being printed on its labels:— Bureau of Transportation.

	TO THE DIRECTOR-GENERAL OF THE UNITED STATES CENTENNIAL COMMISSION, INTERNATIONAL EXHIBITION OF 1876, AT PHILADELPHIA.
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MAIN BUILDING.

Siding No. 3.	Exhibitor, <i>J. L. Mott Iron Works.</i>
Location, <i>N. 65.</i>	Address, <i>New York.</i>
No. of Application, <i>2471.</i>	No. } Serial, <i>8</i>
Weight, <i>486</i> Pounds.	Packages, } Total, <i>64</i>

The location in the building to which an article was addressed was known from the directions on the labels, which were in accordance with the system of designating columns and the plan of marking off spaces on the floor. Each column within the building was lettered and numbered; the letters designating the range of columns in one direction, and the numbers the lines crosswise in another,—each exhibitor's location being defined with reference to the nearest column. The space allotted each exhibitor was carefully outlined with painted lines on the floor and designated by his application-number painted within, in large figures, or, as in some of the foreign sections, by his name. Location of exhibiting space.

The men employed in the terminal force readily became familiar with the manner of finding the exhibitors' space, and would move from the siding with loaded trucks and traverse the building by the most direct line to the exact spot without confusion or loss of time. The floors of the buildings were laid on the ground, the earth being well packed under and between the sills, giving a firm support, which permitted running the heavily-laden trucks anywhere over them. Locations easily found.

In case goods were brought to the grounds by cartage or by hand, the bearer reported at the office and received a permit to enter the grounds, also directions where to deliver his load. Permits for cartage goods.

Bureau of
Transportation.

The arrangements did not permit the carrying of goods in and out of the buildings without special written permit, except by the terminal force. The risk of stealing precluded any other method.

Chiefs of
Bureaus
custodians of
departments.

The chiefs of the Bureaus of Administration had charge of the buildings and interests of the Exhibition, as follows:—

D. Torrey, Chief of the Bureau of Transportation, of the reception of goods.

Henry Pettit, Chief of the Bureau of Installation, of the Main Building.

J. S. Albert, Chief of the Bureau of Machinery, of the Machinery Hall.

Burnet Landreth, Chief of the Bureau of Agriculture, of the Agricultural Building.

Charles H. Miller, Chief of the Bureau of Horticulture, of the Horticultural Building.

John Sartain, Chief of the Bureau of Fine Arts, of the Art Galleries.

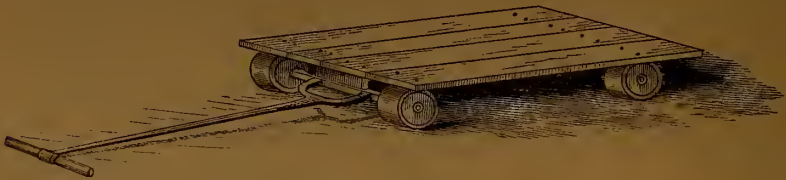


FIGURE 2.—WAGON TRUCK.

Receipting for
goods.

The Chief of the Bureau of Transportation receipted to the railroad companies for the goods brought by them. They were placed by the terminal force on the space allotted to the Exhibitor, when the chief of the Bureau in charge of the building receipted to the Bureau of Transportation for and thereby became custodian of them. Permits for the reception of goods and material were issued by the Bureau of Transportation; permits for removing them, by the officers of the Bureau in charge of the building. If articles or packages to be removed were in a foreign section of the Exhibition, a permit was obtained from the customs officer in charge, he being responsible, as storekeeper, for the customs duties on them.

Express
companies.

Only the Adams Express Company, of the several companies conducting express business, opened an office at the Exhibition.



FIG. 3.—WAREHOUSE TRUCK.

During the continuance of the Exhibition there was, through this agency, a daily delivery of several wagon-loads of small packages of supplies delivered to exhibitors throughout the grounds. It would be impossible to devise any more convenient and satisfactory manner of shipping packages of exhibits, to and from an Exhibition, than by the system of the American express companies. They relieve exhibitors of all care in having things carted to and from depots, taking goods at the shipper's door, and delivering them in the building to which addressed.

Bureau of
Transportation.

Railroad tracks for the delivery of exhibits were, as far as possible, located without the buildings, for the following considerations:—The use of locomotives within the buildings was objectionable from the increased risk of accidental fires which they could so easily communicate to packing material, and from the annoyance of smoke and cinder, which might damage delicate fabrics being unpacked and displayed. The location of tracks within the buildings also necessitated devoting, almost exclusively to their use, a much larger part of the floor than could be kept for avenues and passage-ways, and which, if so taken, would have been unavailable for other important requirements. The least width of space of any value for tracks must be of the width of the car body, with the additional width of space on which to handle goods as unloaded, without trespassing upon the locations of exhibitors, and if there are two sidings on one line of track, there must be a second track past the first siding, to permit the use of both without interference. Exhibitors would, if deprived of the use of the floors in the avenues and passage-ways, find themselves seriously embarrassed in erecting show-cases, unpacking exhibits, &c., operations which, to a considerable extent, must be conducted thereon. Governed by these considerations, the rule generally followed was to locate tracks without the Exhibition buildings.

Location of
railroad tracks.

Bureau of
Transportation
Tracks in
Agricultural
Hall, Machinery
Hall, and
Government
Building.

The exceptions were as follows:—The topographical features of the grounds surrounding Agricultural Hall were such as to impose great expense if this general rule were followed, and the rails were laid through the south transept of the building. To facilitate the delivery within Machinery Hall of the exceptionally heavy articles to be received, single-track roads were laid in the two principal avenues of that building, use being had also of the track which crossed the transept connecting the hydraulic annex. Finally, there was a line of track through the transept of the United States Government building.

Total length of
track.

In addition to these tracks within, there were, without the buildings, double lines of railway on the south side of Machinery Hall, on the north side of the Main Building, and a triple line of tracks on Belmont avenue, altogether amounting to nineteen thousand feet of railroad track. (See plan, page 6.)



FIGURE 4.—EXPRESS TRUCK.

Facilities for
unloading cars

Stationary
platforms.

Portable
platforms.

The unloading of goods from cars was by different methods, varying with the article to be handled, and, also, with the facilities which might have been prepared for the general requirements of the siding. These methods may be described in four general classes:—*First*, By the aid of stationary platforms (figure 1), the floors of which were level with the floors of railway cars, and which extended to and joined the floors of the building, even to a distance of several hundred feet, without any step or break, so that trucks (figures 2, 3, and 4) were run, loaded with packages from within or by the side of cars, direct to the place of delivery within the building; *Second*, By the use of portable sloping platforms down which packages were slid as when skids are used. These platforms

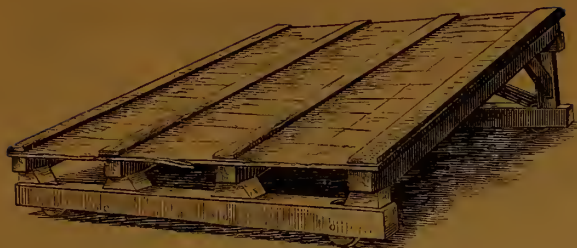


FIGURE 5.—PORTABLE PLATFORM.

were of two kinds, one requiring a package to be lifted from the platform to the wagon-truck for removal (figure 5), the other being cut away in the centre and front so that the wagon-truck could be run under it (figure 6). This form was specially serviceable in handling very heavy articles, as, when the lower

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Transportation.

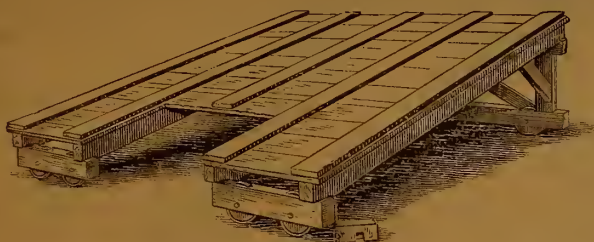


FIGURE 6.—PORTABLE PLATFORM NO. 2.

edge of such articles rested on the truck, the workmen drew the truck forward, and in so doing loaded the package; *Third*, By lifting with cranes, shears, or hoists; and *Fourth*, By the use of skids and hydraulic jacks.

Hoisting
appliances.

The stationary platforms referred to were built on simple trestles of white pine, shown in figure No. 7, a large number of which were made in advance of use, and, being uniform in construction, were available for all platforms to be built. They were placed on three-inch plank used for sills, and set four or five feet apart, centre to centre. For flooring, three-inch planks were spiked over them, completing the platform. This construction of platforms admitted of their quick removal before the opening of the Exhibition, and of their rapid and cheap reconstruction at the close. The portable platforms

Construction of
platforms.



FIGURE 7.—TRESTLE.

Bureau of
Transportation.

were framed of southern pine scantling, four by four, and covered with one-and-a-half-inch boards, also of southern pine, laid crosswise, with like boards over these laid down the slope, and answering for slideways.

No tramways in
Machinery Hall.

The original plan of operations contemplated the use of tramways in the passage-ways of Machinery Hall, with small turn-tables at the points where they intersected the railway tracks at the side and within the building, to facilitate the transfer of locomotive cranes to different places, and the moving of the trucks fitted thereto loaded with exceptionally heavy articles; but the very favorable results attained with

Wagon-trucks.

wagon-trucks (figure 2) at the commencement of operations,

Locomotive
cranes.

led to an abandonment of the plan. The two locomotive cranes of Messrs. Appleby Bros., London (figure 8), were kept during

Stationary crane.

the receipt of goods as stationary cranes (with only two or three removals), transferring articles from cars to wagon-trucks, which were hauled by laborers to the place of delivery. There was also erected, at siding No. 12, a ten-ton stationary steam-crane, where it proved a valuable aid in transferring heavy articles from cars and wagons to wagon-trucks, to be hauled into the building, or from cars to wagons, for transportation to parts of the Exhibition grounds not accessible by railroad, the crane being so placed that the jib could swing over cars on both lines of track and also over the roadways and platforms on either side. In addition to the above-mentioned

Portable hoist

cranes there was the portable hoist (figure 9), which lifted articles of three or four tons weight, and held them in suspension until hauled to the place of delivery. The Aveling &

Road-engines

Porter road-engine, with a crane attached (figure 10), rendered valuable and efficient service in the grounds, as, with the use



FIGURE 8.—LOCOMOTIVE STEAM CRANE.—APPLEY BROTHERS.

All motions—lifting, turning, altering radius, and traveling—are performed by a pair of direct-acting steam-cylinders.

Bureau of
Transportation.

Shears.

of the wagons, it both handled and transported goods in the performance of its service.

The shear spars were rough bodies of pine-trees, equipped with common falls and tackle; they were generally set a-straddle of the railroad tracks, and, in use, held their loads suspended until the car was pulled away and replaced with a wagon-truck, to which the article was lowered, and, as before, transported to the place of delivery.



FIGURE 9.—PORTABLE HOIST.

Heavy articles.

Special mention, to any great extent, of the manner of handling particular articles is unnecessary. Several locomotives, exhibited at considerable distances from the line of track, were run to their positions over a portable track constructed in sections. Very heavy cannon were lifted with hydraulic jacks, blocked up, and pushed over skids into position. Large cases of plate glass, which had to be kept on edge, were set in a frame, which traveled over loose rollers (figure 11).

Plate glass.

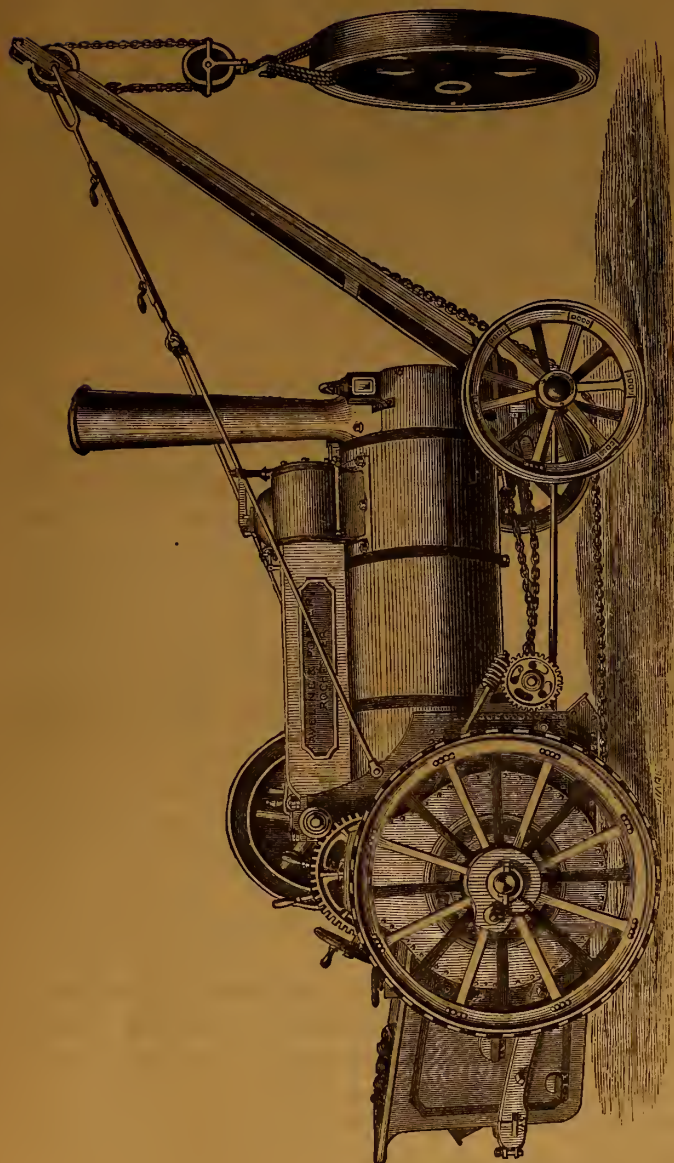


FIGURE 10.—A-VELING & PORTER'S ROAD LOCOMOTIVE CRANE ENGINE.—FITTED WITH A CRANE TO LIFT TWO TONS.

The entire management—driving, steering, and working the crane—is performed by one person.

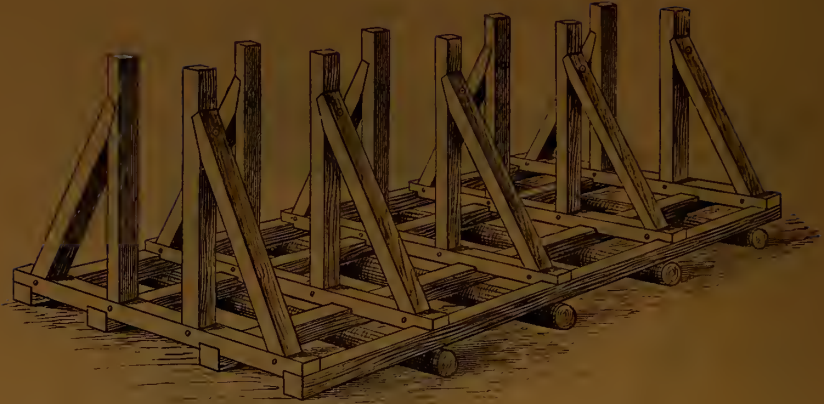


FIGURE 11.—RACK FOR MOVING PLATE GLASS.

Bureau of
Transportation.
Live stock.

The Live-stock Exhibit was on grounds formerly used as a stock-yard, adjoining the down track of the main line of the Pennsylvania Railroad. The surface of the field is the height above the level of the rails of a car floor, and bounded by a retaining wall, built to facilitate unloading stock-cars, as formerly used. The arrangement met every requirement of the service; and to enable us to use it, the officers of the Pennsylvania Railroad reserved for this purpose the track in front of the grounds, running their trains over other lines of rails during such use.

Non-compliance
with regulations
occasions
trouble.

In some instances, usually with foreign exhibitors, goods were forwarded to the Exhibition without complying with the regulations relating thereto. These irregularities always brought trouble and expense to the exhibitor, and occasioned many annoyances to the officers of the Exhibition. They served, however, by comparison with the excellent working of the service in other cases, to prove the value of the plans adopted, by which the enormous quantity of goods sent to an exhibition can be satisfactorily handled without that confusion or disorder thought to be inseparable from such service.

First arrival of
exhibits.

The first goods to arrive were plants for Horticultural Hall, which, for protection from exposure in early spring, were placed in the building in October, 1875. From that time to the close of the Exhibition there were arrivals almost daily of something, often a trifling article as regards weight, &c.,

but yet a contribution to the number of exhibits. During the Exhibition, such goods were to renew or complete in detail some display, or they were foreign goods delayed in transit which it was proper to receive regardless of the time of arrival.

Bureau of
Transportation.

The reception of exhibits was announced to begin January 5th, 1876, at which time the Main Building and Machinery Hall were in a nearly finished condition, and ready for the general reception of goods. It was expected that this opportunity to place heavy foundations, and get in readiness exceptionally heavy articles, would be used by those interested, whose work would be embarrassed and embarrassing if left until the arrival of miscellaneous exhibits began. Special requests were sent by the chiefs of the Bureaus of Administration, asking intending exhibitors to begin active work for heavy articles, and the newspapers of Philadelphia called attention to the matter in earnest editorials, so that the state of the case was well known to all interested. But these efforts were without particular success, and the placing of masonry, foundations, and other heavy work had to be done while all the passage-ways and facilities for work were needed for the reception of all kinds of goods. The work of receiving exhibits was also embarrassed by the various operations of putting the grounds around the buildings in condition for the season's requirements; ditching, pipe-laying, &c. continually interfered with the use of tracks and passage-ways, as did the labor of paving the walks which were, until that was done, in an impassable condition from the depth of soft and adhesive mud.

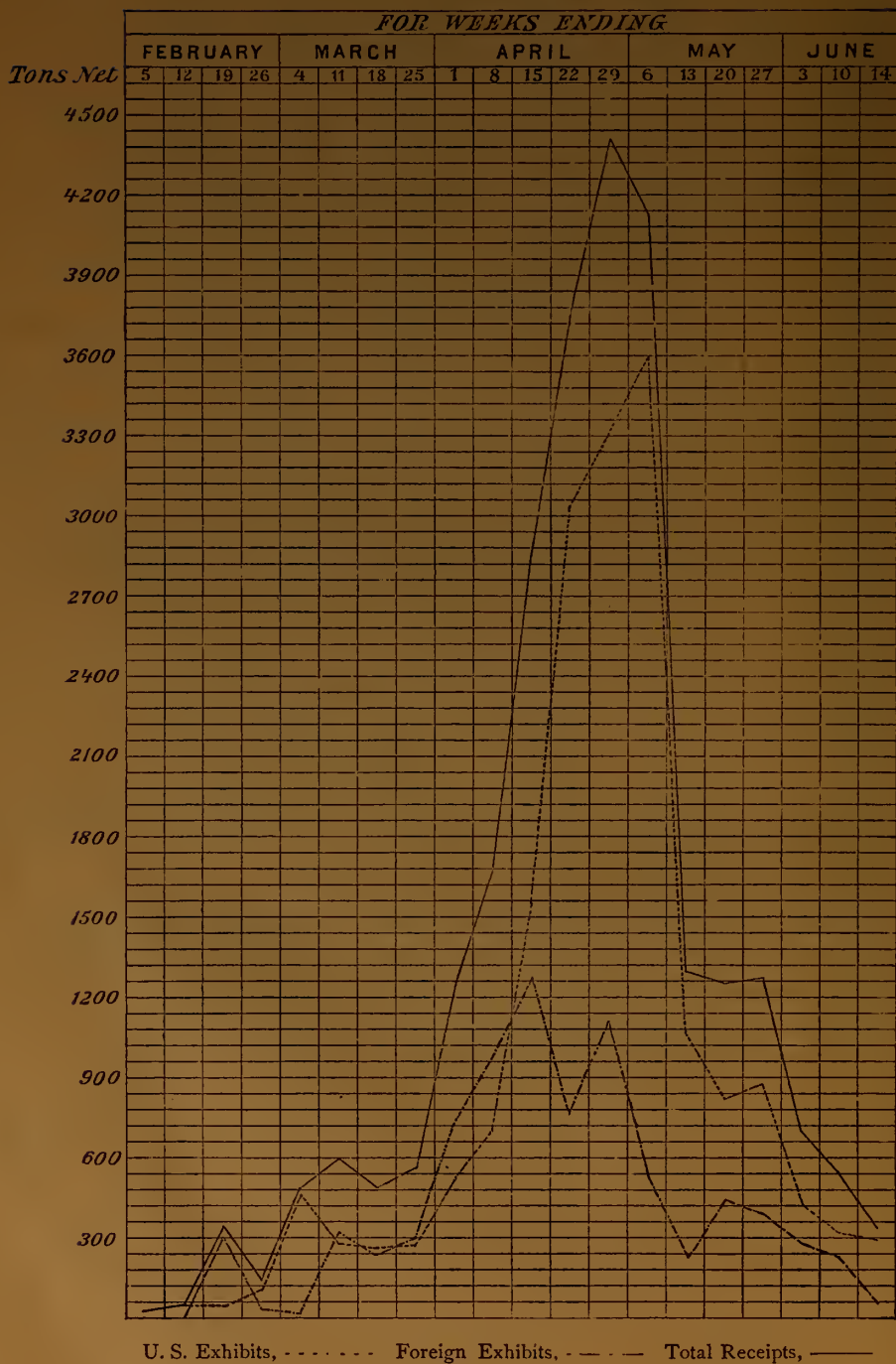
Reception of
exhibits.

Delay and
embarrassment
in receiving
goods.

The bulk of the goods received arrived in the period from January 30th to June 14th. The accompanying diagram, in connection with the tables F and G (page 69), gives information showing the varying volume of the business from week to week, and other particulars in relation thereto.

Period when
bulk of goods
were received.

DIAGRAM OF WEEKLY RECEIPTS OF EXHIBITS AT THE EXHIBITION.



The total receipts of goods, by railroad or otherwise, were as follows :—

Bureau of
Transportation.

	Loads.	Packages.	Weight, pounds.	Tons, net.	Total receipt of goods.
Railroad,	4,103	96,349	44,542,819	22,271	
Wagon, &c.,	19,839	57,924	12,573,839	6,287	
Total,	23,942	154,273	57,116,658	28,558	

This is much less in proportion to the area of the exhibiting space than has been reported for the preceding exhibition ; no explanation of which is suggested. The comparison is as follows, the Vienna figures being taken from British reports on that exhibition :—

	Area in Acres.	Packages.	Weight, pounds.	Av. weight, lbs. to sq. foot.	Weight of goods per square foot of space.
Paris, 1867,	39.5	50,000	48,981,696	22.66	
Vienna, 1873,	49.5	165,051	79,593,360	36.91	
Philadelphia, 1876,	61.5	154,273	57,116,658	21.32	

The collection of the terminal charge, as announced in circular No. 142, was misunderstood, and was the subject of such frequent complaints and misrepresentations that it was determined to assume the charges as a general expense of the Exhibition, and to refund those already collected (page 97).

Terminal
charges
canceled.

The terminal charge was a proper one to collect, and was canceled only because it was determined to let nothing interfere with the success of the Exhibition which the managers could control. It grew out of the plan of having a terminal force to receive and place upon their space the goods of exhibitors, an arrangement for the purpose which experience proves to be the best yet tried. The trouble, expense, and confusion avoided by this manner of receiving exhibits over any previously tried justified its enforcement at an Exhibition of such magnitude as this.

Reason for
terminal charges.

Bureau of
Transportation

STORAGE OF EMPTY PACKING-CASES.

Storage of empty
packing-cases.

The handling and storage of empty packing-cases was included in the terminal service. The cases were taken from the buildings to the sidings, often by returning empty trucks, loaded on empty cars, and hauled to a neighboring field for storage in sheds, which were assigned to countries. The

Storage sheds.

sheds were rough structures, and those only enclosed that contained particularly valuable cases. They were in four parallel rows along two lines of railroad track, with an aggregate capacity of one million three hundred and sixty thousand cubic feet. They differed in size, were sixteen feet high, thirty-two feet wide, and of a length which was some multiple

How arranged.

of sixteen feet. The sheds were numbered, and within each one the sections, sixteen feet square, were designated by letters. All the cases in each of these sections were registered, so that the location of every case was known with sufficient precision to answer all practical purposes.

The following diagram illustrates the arrangement:—

F	E	D	C	B	A	NORTH.
F	E	D	C	B	A	SOUTH.

Thirty thousand
empty cases.

The total number of empty cases, measured and receipted for, placed in the sheds, was thirty thousand, which number does not include the very large number of smaller cases placed within the large ones as permitted, and which was done by many exhibitors to an extent that made many cases heavier when stored as empty than when packed with goods.

Sheds burned.

On the morning of August 26th a fire destroyed four sheds with their contents of empty packing-cases. It was probably kindled by spontaneous combustion of oil cloth or other remains of packing material left in their cases by exhibitors and overlooked by the workmen when storing them in the sheds. The losses were—Austria, 136 cases; France, 1351; Great Britain, 1240; Germany, 162; Mexico, 29; Norway, 51; Spain, 112; United States, 1447; amounting in all to 4528.

Empty cases
destroyed.

The circumstances of the case were such that, under laws relating to warehousing, the losses incurred by the burning of the cases fell upon the owners. The contractors recovered upon policies of insurance held by them only for their invested interests destroyed.

Bureau of
Transportation.

At the close of the Exhibition the empty cases were brought by cars and wagons and left at the entrances most convenient for use, to be taken within the buildings only as required. Of the cases stored nineteen thousand were reclaimed, the balance being abandoned.

GENERAL OBSERVATIONS.

Arrangements for receiving goods at such large exhibitions must be determined mainly from special conditions, created by peculiarities of location and business customs of the country. The problem should be considered by an expert at the very inception of the enterprise, and all railroad tracks needed to facilitate the rapid and cheap construction of buildings, and the making of general preparations, should be located so as to be available in handling exhibits without incurring additional expense for changing their location in adapting them to the terminal service.

General
observations.

Arrangements to
be made by an
expert.

Experience confirms the anticipated advantages of having the terminal force under a single administration. That the expense of this service should be cheerfully paid for by those for whom the work is done is undeniable; yet it will be complained of by indiscriminating exhibitors, and it may be policy to assume it as a general expense of an exhibition rather than undertake to collect it. But should its collection be decided upon in any case, it will, under circumstances like those experienced here, be best to admit free everything brought to the exhibition previous to a date some weeks in advance of the opening, to charge the determined rate thenceforward to the date appointed for limiting the receipt of goods, and to collect double rates on all things brought afterwards.

Terminal force
and charges.

It is clear that goods should not be shipped to an exhibition by any one, native or foreign, until the shipper is supplied with address labels, designating with precision the

Exact location of
space to be stated
on address labels.

Bureau of
Transportation.

place of delivery, and that commissioners should not issue these labels until the space on which the exhibits are to be displayed is definitely determined. The failure to do this by the commissioners of some of the foreign countries participating in this Exhibition was the occasion of more confusion in the reception of goods than all other causes combined.

THE TERMINAL FORCE.

The Centennial
Terminal
Agency,
Limited.

After the proposed manner and method of performing the terminal service had been approved by the Director-General, it was decided, in accordance with the general policy of the Centennial Board of Finance,—which was to effect special contracts with proper parties for the various preparations for the Exhibition,—to contract with a company, organized therefor, for the performance of the entire terminal service, including the provision of all facilities and appliances to be used, and the compilation of specified reports of the service performed, so that no working force for such purpose would have to be organized within this Bureau. Accordingly, a contract was made with the Centennial Terminal Agency (Limited) to perform the service.

Contract.

They contracted to provide all facilities and appliances in the way of railroad tracks, engines, cranes, trucks, platforms, &c., which the service might, in the judgment of the Chief of the Bureau of Transportation, demand.

Duties.

“To receive, at the entrance of the Exhibition grounds, all articles and packages of exhibitors, and other goods on which the terminal charges have been paid, unload and place the same upon the space allotted the exhibitor and to which addressed; to remove the empty cases and packing material, and store the same under shelter until the close of the Exhibition, when they will return said empty cases and packing material in as good condition as when received; and, when repacked by the exhibitor or his agent, remove said exhibits thus repacked to the entrance of the Exhibition grounds, and place them, loaded for transportation, in charge of the agency previously designated by the shipper or the Director-General.”

Capacity of
appliances and
force.

Also, that they would provide “the appliances and working force in each and every respect ample and sufficient to receive, handle, and deliver daily, when necessary, at least one load or

article of sixty tons, two loads or articles of twenty tons each, ten loads or articles of ten tons each, twenty loads or articles of five tons each, and three hundred loads of articles of five tons each, and also to remove and store the empty cases and packing material thereof;" and would "cause to be made and kept, of their entire work, full reports, records, and statements, in form as hereto annexed."

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Transportation.

It was also agreed that the contractors should have the exclusive right to use the railroad tracks within the grounds.

Railroad tracks.

The railroad tracks, constructed in connection with the Exhibition and under the control of its authorities, extended from Elm avenue, the point of connection with the tracks of the Pennsylvania Railroad, to various places within the grounds. The movement of freight cars over these tracks was entirely independent of the agents of the Pennsylvania Railroad, who transferred the loaded cars, locked and sealed, across Elm avenue, as in ordinary business such cars when *en route* are transferred from one railroad company to another, and at this point the service of the contractors commenced.

As required at the sidings for which they had been marked and assorted, the cars were transferred from the tracks of the Pennsylvania Railroad to those within the grounds, and unloaded as rapidly as possible. Through the service of a telegraph line information was instantly announced at the central office of the company when the unloading was completed, enabling the management to replace the cars with others without an unnecessary loss of time, or, if they so wished, to transfer the working force to some place where its services were needed. In the course of current operations, receiving a quantity of goods as large as are shipped to an exhibition, there daily arise difficult problems as to the best method of handling heavy, bulky, or fragile articles, and their solution calls for the immediate exercise of sound judgment, which the contractors showed great skill and readiness in meeting.

Transfer of cars.

Difficulties
solved.

The large amount of labor performed by the contractors with a limited number of men, and with few mechanical appliances, is a good illustration of an energetic and effective conduct of business. (Page 73.)

REMOVAL OF EXHIBITS.

Bureau of
Transportation.

Removal of
exhibits.

Within a few minutes of the stopping of the Corliss engine in Machinery Hall, on Friday, November 10th, a wagon, loaded with empty cases for the British section of the Exhibition, was driven in through the main gateway of the grounds, thus promptly inaugurating, in a significant manner, the work of removing exhibits. There was no apparent effort made by exhibitors to remove goods until November 13th, when the dismantling of the Exhibition began, principally by local exhibitors during the first few days, for whose goods a throng of carts and trucks crowded near the entrances of the buildings.

Freedom from
restrictions.

Measures were taken to guard only the buildings of which the officers of the Exhibition were custodians,—leaving the gateways free for the admission and exit of teams, so that the removal of goods from private buildings was wholly unrestricted. The removal of exhibits from the principal buildings was made as free from restrictions as possible. The doorkeepers passed out any exhibitor or workman with goods on the verbal or written authority of the Chief of the Bureau in charge of the building, or that of his assistants; while the terminal force, which removed goods when requested, was known by its uniform caps, and was not required to show any pass to do so. (For form of pass and copy of regulations, see pages 101 and 104.)

Restoring
appliances.

The labor of taking up the flooring over the railroad tracks in the buildings where they had been retained, of re-erecting platforms for loading goods on cars or wagons, and placing shears and other appliances into position for use, was commenced the night of November 10th, and completed during the following week, in time for use as soon as required.

Returning
empty cases.

Empty packing-cases were delivered on presentation of a receipted bill showing that the storage charges had been paid. They were brought from the storage sheds on wagons or cars, according to the location of the space at which they were to be delivered. Usually they were left *en masse* at the most convenient doorway, from which they were taken into buildings as needed. To have placed them directly on an exhibitor's space would have been to block his work of packing goods for removal.

If the goods were to be shipped under conditions entitling the shipper to claim free return transportation over the railroads, he filled blanks in quadruplicate, applying to the Chief of this Bureau for certificate to be presented the agents of the railroad companies. This blank (page 104), if the application was approved, was stamped across its face with an endorsement and returned to him, thus becoming the certificate asked for.

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Transportation.

Certificate for
free return
transportation.

The service of the terminal agency in removing goods began only when the packages were ready for shipment. The shipper was furnished with a blank form (page 105), one section of which was an order to the Terminal Agency to load the goods, which blank, filled ready for signature, was, with the certificate for free return transportation, if any, presented to a representative of the agency, who had the goods removed, and obtained from the railroad company a receipt which he handed to the shipper.

When terminal
service began.

The removal of goods was conducted with order and dispatch to a degree that left an observer unable to form an accurate opinion of the quantity of material being removed, which was often as much as eight hundred tons, net, in a day. The removal by wagons was conducted very actively at first, and was quite completed by December 1st.

Order and
dispatch.

No attempt was made to ascertain the quantity of goods removed from the Exhibition by means other than railroad. A daily record of loaded cars taken from the grounds is given in statement H (page 70), and the quantity of goods shipped for each country in statement I (page 71). The difference between the amount of goods given in these statements and that in statements E and F is covered by the weight of goods removed by wagon, &c., or left for the Permanent Exhibition.

Quantity of
goods removed.

CUSTOMS REGULATIONS.

An act of Congress, approved June 18th, 1874, provided as follows :—

“Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all articles which shall be imported for the sole purpose of exhibition at the International Exhibition to be held in the city

Customs
regulations.

Act of Congress.

Bureau of
Transportation.

of Philadelphia in the year 1876, shall be admitted without the payment of duty or of customs fees or charges, under such regulations as the Secretary of the Treasury shall prescribe: *Provided*, That all such articles as shall be sold in the United States or withdrawn for consumption therein at any time after such importation shall be subject to the duties, if any, imposed on like articles by the revenue laws in force at the date of importation: *And provided further*, That in case any articles imported under the provisions of this act shall be withdrawn for consumption, or shall be sold without payment of duty as required by law, all the penalties prescribed by the revenue laws shall be applied and enforced against such articles and against the person who may be guilty of such withdrawal or sale."

Customs
regulations.

It was supposed that the above act gave the Secretary of the Treasury all needed authority to issue such regulations as would facilitate, in a practical and satisfactory manner, the importation and display of foreign exhibits. It was desirable that foreign exhibitors and commissioners should not be compelled, at ports of arrival other than Philadelphia, to comply with the complicated formulas of the customs service demanded in ordinary commercial transactions. It was thought by the officers of the Exhibition that the agents of the Government should, in view of the participation in the Exhibition by foreign nations being an act of courtesy and a manifestation of good-will, waive the enforcement of the rigid rules of the customs service, except as retained specifically by the act of Congress above given. Unfortunately, these views, while assented to by the officials of the Government, were counteracted by their *interpretation* of the law, and so the regulations issued by the Secretary of the Treasury October 3d, 1874, to govern the free importation of exhibits, were so burdensome in their provisions that they were annulled and others superseding them issued November 1st, 1875.

Inadequate.

Second set of
regulations
burdensome.

The second regulations did not fully meet the requirements of the case. They were unnecessarily exacting in relation to entry for transportation, warehouse entry for goods imported at Philadelphia, the method of appraising goods, and directing such appraisal to be made before permitting the unpacking and display of the goods. They exacted the entry for transportation for goods imported at

New York and Baltimore, but not at Philadelphia, although to the ordinary mind the difference between the two conditions is the difference in the mileage of sealed cars containing the goods. This entry at these cities was viewed as unnecessary and troublesome, and was the occasion of both annoyance and expense to foreign exhibitors. Warehouse entry for goods imported at Philadelphia was required before they could be removed from the docks to the Exhibition, but there were so many instances in which, from the absence of the invoices or of any person to act for the owner, the entry could not be made, that the rules had to be waived. The docks were blocked with an accumulation of packages from successively arriving steamers, preventing the removal of even those goods for which every exaction of the law had been met, and threatening to involve the whole business in inextricable confusion.

Bureau of
Transportation.

After a very troublesome and costly experience, the method of appraising exhibits inaugurated by that department of the service had to be abandoned.

Method of
appraisal
abandoned.

The provision of the regulations which forbade foreign exhibitors removing any article from the place assigned without a permit from the collector of customs, or taking it from the Exhibition until regularly entered, &c., was objectionable to many exhibitors. Their attention was called to the penalties incurred in a notice issued by the collector, the closing paragraph of which reads:—

Removing goods
without permit.

“Exhibitors withdrawing goods for any purpose, either for consumption or sale, without complying with the provisions of the above-quoted law and regulations, violate the revenue laws and make themselves liable to fine and imprisonment.”

After the opening of the Exhibition there were instances of such imperfect records and statements for customs purposes, relative to some of the foreign goods displayed, that demands for privileges to sell could not be granted. As a solution of these difficulties, there were issued under date of June 1st, 1876, additional special regulations for the disposition of foreign goods during and at the close of the Exhibition.

Defective
records and
invoices.

This third set of regulations did not meet the difficulties of the case, and was complied with in but few instances. The absence of invoices or a misunderstanding of the requirements

Third set of
regulations
inadequate.

- Bureau of Transportation of the regulations created so many irregularities in attempts to effect sales, and of such serious character, that the customs officers were compelled to interfere, and in such cases stop the sale of goods until the laws and regulations were complied with.
- Joint resolution of Congress. Congress passed a joint resolution in relation thereto, which, with additional regulations by the Secretary of the Treasury, was published July 21st, 1876, conceding methods of entering goods intended for sale, which were acceptable to foreign exhibitors.
- Additional regulations. The commissioner or exhibitor was requested to prepare a list, comprising all articles held by them for sale, in the form and with affidavit prescribed (page 128). These lists were submitted to customs appraisers to enter thereon the duty to which the articles were subject. The acting deputy collector on duty at the Exhibition charged the gross amount of such duties against the exhibitor, and received daily reports of sales (page 129). Once a week (on Monday) payment was made of the duties on all sales since the previous payment, and the amount thereof credited to the exhibitor by the deputy collector, who checked the articles sold off the exhibitor's list.
- Payment of duties. At the close of the Exhibition the foreign sections of the Main and Agricultural Buildings were enclosed by board or rope fences, and customs inspectors placed at the respective entrances to prevent the unauthorized admission or removal of dutiable goods. The customs officials required detailed export entries made, and closely supervised the repacking of exhibits.
- Arrangements at close of the Exhibition. The basis of all customs business relative to the importation of foreign goods is the invoice. The special form of invoice adapted to the importation of exhibits is given in the Appendix (page 126), and the regulations prescribing the use of it (page 112). A strict compliance with these regulations in the preparation of original invoices smoothed the way for making the various entries, obtaining permits, and conducting business in harmony with the rules governing the customs service.
- Invoices. Special forms of blanks were provided for the customs service in conformity with the regulations. The general
- Special form of customs blanks

character of those for immediate transportation entry, warehouse entry, and export entry will be understood by examining that for warehouse entry, reprinted in the Appendix (page 127), the headings and affidavits being adapted to the particular use for which they were intended. Each form of entry called for a corresponding form of permit, which will be understood by examining that issued on the completion of warehouse entry, given in the Appendix (page 128).

Bureau of
Transportation.

Entries and
permits.

The list of goods for sale, with an affidavit (page 128), and the report of daily sales (page 129), provided for by special regulations of July 21st, 1876 (page 119), answered as a fourth form of entry and were used with a corresponding permit (page 129).

Entry of daily
sales.

After the completion of the immediate transportation entry and the issue of a corresponding permit there was a special form of manifest used (page 130), as also in the case of export entry.

Manifests.

Several special forms of bonds were provided for the completion of the system on which the business has been conducted. These were in part for transportation companies, but two forms to be used by exhibitors are republished in the Appendix (pages 131 and 132).

Bonds.

The officers and employees of the customs service on duty at the Exhibition are entitled to great credit for the manner and spirit with which they have performed their arduous duties, dealing with people unacquainted with our customs laws, and often compelled to act without definite authority. They have done all in their power to aid the management and bring the enterprise to a successful result.

Officers of
customs.

The management of the Exhibition assumed the cost of the brokers' service in making the warehouse entry required by the customs regulations for properly placing goods within the Exhibition. This was done by organizing a customs department in this Bureau, the superintendency being very acceptably filled by Mr. John W. Hampton, Jr., of Philadelphia.

Cost of
warehouse entry.

The total number of warehouse entries made in placing goods in the Exhibition was about two thousand, which include invoices covering the entire exhibit made by all foreign countries, representing about twenty-three thousand exhibitors.

Number of
warehouse
entries.

Bureau of
Transportation.

RAILROADS RUNNING TO PHILADELPHIA.

Service of
railroads
running to
Philadelphia.

Freedom from
accident.

Philadelphia and
Reading
Railroad.

Pennsylvania
Railroad and its
extensive
preparations.

Generous
co-operation.

Centennial depot
of Pennsylvania
Railroad.

The transportation of building material and exhibits, the local passenger traffic, and the transportation of visitors to and from the city on the extended scale with which these services have been performed by railroad companies in the vicinity of Philadelphia, entitle them to the warmest thanks of every person who has labored for the success of the Exhibition. To the managers of these companies great praise is due for the precision with which their trains were run, and the freedom from accident which marked the service of their several roads. To two companies, however, brought by the location of their lines into closer relations with the Exhibition than the others, we are greatly indebted for valuable co-operation in advancing its interests, namely, the Philadelphia and Reading Railroad, for the promptness and excellent method with which its managers organized and operated a comprehensively arranged passenger train service between the Exhibition and different sections of the city traversed by their tracks, which proved to be invaluable, and was performed without lessening the service of bringing visitors from without the city, and the Pennsylvania Railroad, the management of which made extensive purchases of ground in the vicinity of the Exhibition to enable it to provide facilities for its business. They built many miles of track and extensively changed the arrangement of tracks in their yard so that their Centennial business, as also that of connecting lines thrown on them, was conducted promptly and efficiently, without delaying or disarranging the vast volume of their regular traffic. The generous spirit with which this company co-operated in all matters pertaining to, and in advancing the interests of, the Exhibition, has surprised and justly won the admiration of all.

All railroads running to Philadelphia doing other than local business, except the Philadelphia and Reading, delivered their Centennial passengers at the depot of the Pennsylvania Railroad Company, located on Elm avenue, in front of the main entrance to the Exhibition. It was reached by a circle of three tracks sweeping from the main roadway. (Page 6.) The length of these tracks was four-fifths of a mile, and the

diameter of the circle they described six hundred feet. All trains entered this circle heading to the right, and departed from the opposite side. Three trains could be landing or receiving passengers in front of the depot at the same time, the entire tracks in its vicinity being floored over, and, regardless of the direction the trains came from or departed for, they moved in the same direction on the tracks in the circle, without confusion, delay, or danger. These facilities had capacity for receiving 25,000 or sending away over 10,000 passengers per hour.

Bureau of
Transportation.

There were seventeen additional sidings connected with the circle, of a length of one thousand feet each, upon which waiting trains were run and remained, with engines attached, until the time arrived for them to enter upon the circle, receive their passengers, and depart for their destination.

Sidings.

The magnitude of the service of railroads in relation to the Exhibition is shown by the following statements :—

Freight service.

Number of loaded freight cars delivered in 1874, July to December, inclusive,	3,341
Number of loaded freight cars delivered in 1875, January to December, inclusive,	10,479
Number of loaded freight cars delivered in 1876, January to November 10th,	6,340
	<hr/>
Total,	20,160
	<hr/>

The estimated weight of goods and material on these cars was about two hundred thousand tons, net.

The transportation of passengers to and from the Exhibition was a work of exceptional magnitude. The passenger-train service, including trains to and from without the city, at the two Centennial depots, during the continuance of the Exhibition, was as follows :—

Passenger
service.

At Pennsylvania Railroad depot,	23,972
At Philadelphia and Reading Railroad depot,	42,495
	<hr/>
Total,	66,467
	<hr/>

Bureau of
Transportation

The average number of trains daily, for one hundred and fifty-nine week-days, was over four hundred and ten, with an average of over six cars to each train, giving accommodations, in the whole number of trains, for over twenty million passengers.

Unequal
movement of
passengers.

This theoretically-possible service was not attained, as the movement of visitors was very unequal at different hours of the day. It was almost entirely towards the Exhibition in the morning and towards the city in the evening, affording an actual patronage of the railroads of about one-fourth the volume of business which they could have handled.

Heaviest day's
service.

The greatest service within one day at the Centennial depots was as follows:—

	Trains.	Cars.	Passengers.
At Pennsylvania Railroad depot,	255	2,004	85,347
At Philadelphia and Reading Railroad depot, . .	370	2,867	185,800
Total,	620	4,871	244,147

Total number of
passengers.

The number of passengers handled at the Centennial depots during the Exhibition was:—

	Arriving.	Departing.	Total.
At Pennsylvania Railroad depot,	1,392,697	1,219,516	2,612,213
At Philadelphia and Reading Railroad depot, . .	1,726,010	1,569,110	3,295,120
Total,	3,118,707	2,788,626	5,907,333

The greater number of passengers transported to the Exhibition than from it, results from the continuous movement of visitors going there during about eight hours,—from seven o'clock, A. M., until about three o'clock, P. M.,—while the return movement was confined mainly to about four hours,—from three to seven o'clock, P. M.

TRANSPORTATION OF VISITORS TO PHILADELPHIA.

Bureau of
Transportation.

From the organization of this Bureau, the development of facilities for the transportation of visitors to the Exhibition was carefully studied. Hopes were entertained of uniting all the railroad companies in the country in a joint concession of excursion tickets to Philadelphia, at low rates of fare, from every important town in America. The great number of such companies, co-operating through "The Association of General Passenger and Ticket Agents" of railroad and steamboat companies in the United States and Canada, directed the principal efforts of this Bureau to securing favorable action by it. At the meeting of the association on September 18th, 1875, after full discussion of the matter, it was referred to a committee, whose report, as amended, was announced February 9th, 1876, as the final action of the association (page 106).

Transportation
of visitors to
Philadelphia.Action taken by
general ticket
agents.

The concession so granted was a reduction of only twenty-five per cent. from the convention rate, without any more favorable recognition of large organized bodies of visitors than of individuals. When announced, it was received throughout the country with profound dissatisfaction, and ultimately led to the abandonment of most efforts to organize large excursion parties of visitors to the Exhibition. The almost universal custom of transportation companies in this country has been to sell round-trip tickets for the regular rate in one direction to agricultural fairs, exhibitions, political meetings, and all other important public gatherings, and the American people had not contemplated any less favorable condition in connection with the Centennial Exhibition. Throughout the country individuals and officers of societies interested in the matter appealed to the railroad companies to reconsider their action, and failing in this, in most cases abandoned their plans for excursion parties. The action taken by the railroad companies indicated a belief that the attractions of the Exhibition would draw the people to Philadelphia, regardless of the rate of fare charged for their transportation, which, unfortunately, did not prove to be the case. Rates more favorable than those fixed by the convention were

Twenty-five per
cent. reduction
in rates very
unsatisfactory.Local rates more
favorable.

Bureau of
Transportation.

given by roads terminating in Philadelphia from points on their lines, limiting their cheaper tickets to use within very short periods of time (page 80). By special arrangement between competing lines, in connection with particular excursions, such as for State days, exceptionally low rates were made.

Irregular rates.

The general demand for low rates was in part answered by the sale of cheaper tickets at many places, through the influences of warfare in rates between the trunk line railroad companies. The extent of the reductions, secured through these influences, is shown by a list of prices given in the table (D, page 67). The sale of these cheaper tickets finally becoming general, the General Ticket Agents' Association was compelled, at a meeting held early in September, 1876, to take official action in relation thereto. The policy of conceding a reduction of only twenty-five per cent. in the price of Centennial excursion tickets was believed to be a mistake by several members of the association, and they advocated a reduction as liberal as custom had established for other occasions—one of fifty per cent. The discussion of the matter resulted in a recognition of the prevailing cut or irregular rates, and conceded an increased reduction from many points (pages 67 and 108), with the most favorable results in stimulating the disposition of people to visit the Exhibition.

Revised action
by general ticket
agents.

Passenger rates
at previous
exhibitions.

A comparison of passenger rates on American and Austrian railroads to the exhibitions at Vienna and Philadelphia is given in statements D and R (pages 67 and 77), and also some notes on rates in England and France, to illustrate this, one of the most important matters which can influence the fortune of an exhibition.

LOCAL TRANSPORTATION OF VISITORS.

Local passenger
transportation.

The Exhibition being located about two and a half miles from the centre of population, made the question of local transportation for visitors particularly important, as such transportation facilities should be so cheap and abundant, from all sections of the widely-built city, that the cost and trouble of getting to and from the Exhibition should not influence visitors to keep away.

At an early day several lines of tramway were extended to the Exhibition grounds, as throngs of curious and interested persons desired to visit them long before the opening. On many occasions the equipment of cars and horses on these lines was insufficient to accommodate the crowds of such visitors; but these deficiencies afforded valuable experience, showing the extensive preparation to be made for carrying the mass of visitors to come after the Exhibition should be open. It was clearly seen that the tramways could not meet all the demands for local transportation, and that adequate preparation could not be made except by utilizing the steam roads which, while penetrating the city from different sides, are joined by connecting roadways that gave to all of them excellent lines of communication, direct to the Exhibition enclosure. It was only necessary to show what facilities would be required, to enlist in the work of preparation the active co-operation of the managers of these various roads. An opportunity for this came with the national anniversary and its attending festivities in July, 1875, on which day over 130,000 persons were transported to the park and a much larger number left to walk, because means for their transportation could not be obtained. On that day the various transportation companies, including boats, railroads, and tramways, united in a schedule of arrangements that fully tested the capacity of existing facilities and pointed out the changes therein necessary for transporting to the Exhibition the throng of visitors expected in 1876.

Bureau of
Transportation.
Tramways.

Experience July
4th, 1875.

These arrangements, as finally determined, included, first, train service by the Pennsylvania and the Philadelphia and Reading Railroad Companies over several routes, as named in the accompanying statements; second, tramway service by the West Philadelphia, Philadelphia City, Hestonville, Mantua and Fairmount, Germantown, and West-End Passenger Railway Companies over their respective lines to the Exhibition entrances; third, steamboats on the Schuylkill river; and fourth, carriages, wagonettes, &c. (Pages 74 and 75.)

Arrangements
finally made.

The railroad trains running to the Exhibition started from stations located in distinct sections of the city, widely apart, affording superior accommodations for passengers at low rates of fare, but a trifle in excess of street-car prices.

Railroad trains
from the city.

Bureau of
Transportation.

Exchange
tickets.

Extent of the
tramway lines.

Rates and
exceeding
cheapness of
transportation.

Concourse at the
Exhibition.

The large number of stations *en route*, and the harmony of arrangements with connecting tramway lines, made the character of this method of transportation unexceptionable and invaluable to the interests of the Exhibition. Conductors on cars of tramway lines throughout the city sold, at low rates, exchange tickets, with which visitors traveled to the Exhibition, according to specified limitations, by either of the routes of steam railroad. The depots of the two roads were near the entrances of the Exhibition, and arranged to facilitate the handling of the large number of passengers carried on the trains.

Most notable, however, was the service of the tramway lines in affording exceptionally cheap and ready means of reaching the Exhibition from all parts of the city. More than two hundred and sixty miles of the streets of Philadelphia are traversed by a network of two hundred and eighty-three miles of track of these roads, on which are run lines three hundred and sixty-four miles in aggregate length, using one thousand and eighty-six cars, with eight thousand eight hundred and twenty-six horses, giving, in excellent manner, a convenient and cheap method of conveyance of persons from one part of the city to another. The single fare on these lines is seven cents, or four tickets, good on any city railway, for twenty-five cents, such single fare paying in some cases for transportation a distance of five miles. Each company also issues an exchange ticket for nine cents, which entitles the holder to ride on the cars of most connecting lines. The completeness with which this system of exchange ticketing has been developed has enabled fully nine-tenths of the population of the city to visit the Exhibition at a cost for transportation, for the round trip, not exceeding eighteen cents for each visitor; to use which they have not, with few exceptions, had to walk, to take the cars, a distance of even one-fourth of a mile, while along the routes of the companies running cars direct to the Exhibition, a distance of thirty-three miles, people were taken from their doors to the Exhibition and return for only twelve and a half cents.

All lines of street cars to the Exhibition grounds were run to the concourse near the main entrance, where the tracks were so arranged that cars of each of the five lines stood headed

westward, at a distance from the gates convenient for receiving passengers. They departed by two routes, using tracks jointly for some distance, and in such manner that no opportunity existed for confusion or disorder in arriving or departing.

Bureau of
Transportation.

The third method of local transportation named above, that of steamboats on the Schuylkill, was singularly pleasant and attractive. Visitors to the Exhibition by this route, reaching the East Park, found at the landing a small passenger steamboat, admirably suited to the service, on which, for a fare of ten cents, they could ride to the Centennial landing in front of Horticultural Hall, having before them *en route* a delightful panorama of Park scenery, with views of bridges, Exhibition buildings, &c. Even by this route exchange tickets were sold on the cars of companies having lines of tramway to the vicinity of the landing, so that for fifteen cents the visitor was transported by it to the Exhibition from nearly all parts of the city.

Steamboats.

The transportation of visitors to the Exhibition by carriages, omnibuses, &c., was to a limited extent only, and previous to September 1st, except on a few days, with large attendance, these vehicles did not have paying patronage, owing to the cheapness of rates and convenient accessibility of other methods of transportation; but after that date, thanks to the unprecedented number of visitors, they had all they could care for. Several private companies were organized to furnish carriage service, and by their low rates and excellent conduct of business were of great service to the interests of the Exhibition, answering requirements that otherwise could not have been met. The pioneer of these was the Exhibition Transfer Company, Limited, which exerted a good influence, in addition to that referred to, by introducing the excellent style of vehicle which was built for their use and adopted by others. In preparing for the Exhibition, the important service rendered by carriages, both public and private, in transporting visitors to and from previous exhibitions, was remembered and made a subject of consideration. The provision of suitable arrangements to meet the expected demand for sheds and yards for horses and vehicles did not call for official action, as it was done by several private parties controlling vacant ground in the

Carriages not
patronized.

Sheds and yards.

Bureau of
Transportation.

immediate vicinity of the Exhibition. Unfortunately for them, for reasons above given, their expected patronage never came, and all their investments for this purpose proved total losses.

Recapitulation.

Briefly, the extent of these local facilities was as follows:—

1.—STEAM RAILROADS.

Railroads.	Number of routes to the Exhibition, . . .	10
	Mileage of routes to the Exhibition, . . .	63 $\frac{57}{100}$ miles.
	Actual mileage of tracks therein, . . .	41 miles.
	Number of stations for receiving passengers, .	67
	Number of trains daily to the Exhibition, .	154
	Number of street car connections, . . .	67
	Mileage of connecting street car routes, .	238* miles.
	Actual mileage of street railways connecting, .	96* miles.

2.—TRAMWAYS.

Tramways.	Number of lines running to the Exhibition, .	6
	Mileage of the same,	33* miles.
	Actual mileage of streets traversed, . . .	30* miles.
	Number of cars run on above, in one hour, one direction,	193
	Number of connecting lines selling exchange tickets over the above,	103
	Mileage of routes in these lines,	294* miles.
	Actual mileage of streets traversed by same, .	70* miles.

3.—STEAMBOATS ON THE SCHUYLKILL RIVER.

Steamboats.	Length of route,	4 $\frac{1}{2}$ miles
	Number of landings from which passengers were taken to the Exhibition,	8
	Number of trips hourly,	12
	Number of street car connections, . . .	6
	Mileage of the routes of the same, . . .	17 $\frac{1}{2}$ * miles.

* This does not include the mileage of that part of lines on which cars run from the connecting point.

4.—CARRIAGES, &c.

	Bureau of Transportation. Carriages.
Number of public carriages, &c. licensed to November 1st, 1876,	533
Number of livery carriages,	500
Total,	<u>1,033</u>

The cost of riding the round trip to and from the Exhibition was, from locations on different lines within the city, as follows:—

On 22½ miles of railroad it was	16⅔ cents.
On 6½ miles it was	25 cents.
On 8 miles it was	32⅔ cents.
On 4 miles it was	45 cents.
On 33 miles of tramway lines it was	12½ cents.
On 71 miles it was	18 cents.
On 87 miles it was	25 cents.
On 4½ miles of river route it was	20 cents.

Rates for one seat in a public wagonette, omnibus, &c., to points in the direction towards the centre of the city, within about three miles distance from the Exhibition, were 25 or 50 cents, according to the vehicle.

The estimated capacity to transport visitors to the Exhibition by the different methods, from all sections of the city, was as follows:—

By railroad, hourly, . . . 6,250	Up to 3 P. M., 50,000 visitors.
By tramways, hourly, . . . 12,180	Up to 3 P. M., 107,440 visitors.
By steamboat, hourly, . . . 2,500	Up to 3 P. M., 20,000 visitors.
By carriages, &c., . . . 1,000	Up to 3 P. M., 8,000 visitors.
Total, hourly, . . . 21,930	Up to 3 P. M., 185,440 visitors.

But such estimates of the capacity of the different methods of local transportation have a value only in presenting a systematized statement of transportation facilities related to the Exhibition. The actual experiences of a day on which

Cost of local
transportation.

Capacity of
facilities for local
transportation.

Experience on
Pennsylvania
Day.

Bureau of
Transportation.

all the resources of the companies were taxed to their utmost limits, will convey a more impressive idea of what could be done. On the 28th of September, designated as "Pennsylvania Day," the number of visitors exceeded that of any day at any Exhibition, and probably of any day at any time, where a fee has been charged for admission to an entertainment, the total number of admissions being 274,919. Over 200,000 people were at the Exhibition, within or without, at one o'clock, P. M., and over 300,000 had been there by six o'clock, P. M. For several weeks previous all the railroads in Philadelphia had been severely taxed to accommodate local passengers for the Exhibition; but ample as their facilities were for even the extraordinary demands then made upon them, they were, on the 28th of September, entirely inadequate. The managers pressed into service cars of every description—baggage cars, box cars, fruit cars, flat cars, and all others not in use, improvising rough passenger cars from them. On that day there were run to and from Philadelphia on these roads 638 passenger trains, in which were 2993 cars, with 130,245 passengers; in addition to which, on the Pennsylvania and Philadelphia and Reading roads over 200,000 local passengers were transported to and from the Exhibition.

Multitude of
visitors.

Everyone seemed to have the same thought, that he would avoid the crush by going early. As a consequence, the railway depots and street crossings in the city were thronged soon after seven o'clock in the morning. Trains leaving at seven o'clock were comfortably filled. Every train leaving after that hour up to noon (and they ran much more frequently than usual) left more passengers in the depots than it carried away. From this time until evening there were passengers enough to fill most of the trains. Scarcely would the cars arrive in the depot before they were filled—the extemporized cars as soon as others. After half-past six A. M. the street cars were filled to the last inch,—while there was a foothold on the platforms the people would cling to them. Every kind of conveyance was pressed into the service, and furniture-cars, wagons, drays, and carts came in quick succession, and deposited their loads of passengers on the broad sidewalks on Elm avenue. The sidewalks of the principal

streets approaching the Exhibition were, from an early hour in the morning, thronged with visitors walking to the entrances, who were unable to secure opportunities to ride. The great majority came to the Exhibition, but many others came to hang upon the outskirts, and Elm avenue was thronged with people bent on seeking amusement outside of the Exhibition grounds. The living tide of travel, which slackened a little towards noon, set in again after dinner, and the scenes of the morning, so far as the street cars were concerned, were repeated until the evening. The scene on Belmont and Elm avenues baffles description. Street cars and vehicles of every variety formed almost unbroken lines, and it was with great difficulty that a person could cross either of these streets.

Bureau of
Transportation.

The multitude moved to and fro all day, the tide of passengers returning to the city being very marked at mid-day, and very heavy at the usual hours before night. On the conclusion of the fire-works the multitude was so large, and the great throng of street cars and vehicles on Elm and Belmont avenues so entangled, that it was after midnight before some were able to leave the place. Thousands made no attempt to ride, but resolutely walked to their homes. The movement of this vast throng is estimated to have been as follows:—

Estimate of the
number
transported in
one day.

Attending the Exhibition,	275,000
In the vicinity and not included in the above,	50,000
Total,	<u>325,000</u>
This number doubled to represent the coming and going,	650,000
By railroad from without the city at Centennial stations,	50,000
Local passengers by railroad,	200,000
Local passengers by street cars,	250,000
Walking, and from the immediate vicinity of the Exhibition,	115,000
Carriages, &c.,	20,000
Steamboats on the Schuylkill river,	15,000

The total attendance of visitors, paying and free, at the Exhibition was 9,910,966, which number doubled gives

Total
attendance.

Bureau of
Transportation.

19,821,932 as the number of persons transported to and from the Exhibition.

Total passenger
movement to and
from the
Exhibition

The movement of this vast number by the different methods of transportation was approximately as follows :—

Railroad (city trains),	3,574,528
“ from without the city,	2,334,804
Tramway,	10,557,100
Steamboat,	556,500
Carriage,	803,000
On foot,	1,996,000
Total,	<u>19,821,932</u>

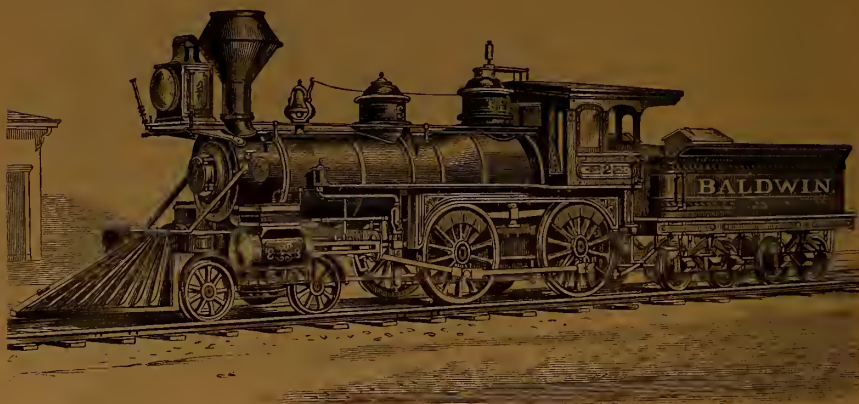


FIGURE 14.—NARROW-GAUGE LOCOMOTIVE BUILT BY BALDWIN LOCOMOTIVE WORKS FOR USE IN CENTENNIAL GROUNDS.

TRANSPORTATION WITHIN THE EXHIBITION.

Transportation
within the
Exhibition.

The great extent of ground enclosed for the Exhibition made it necessary to provide facilities for the transportation of visitors from one section of it to another. That this should be effectual, a double-track railroad, which made a circuit of the grounds, was built and equipped with locomotives and cars, under a concession granted the West-End Passenger Railway Company. The iron rails used in the construction of the road weighed forty-five pounds to the yard; the ties of sawed

Narrow-gauge
railroad.

yellow pine, four by six inches, were laid at a distance of two feet, centre to centre, and the road-bed was graded and drained, but not ballasted. The cost of building the road was \$7200 per mile. The average expense of operating was \$550 per day for wages, fuel, material, repairs, &c. The number of employees ranged from one hundred and seventy-five to one hundred and eighty-five men. The trains were run to the right and left, the stations being located for this on either side of the roadway. They were run the circuit of the grounds in thirty-five minutes, including stoppages, and from eight o'clock A. M. until seven o'clock P. M. The rate of fare was uniformly five cents for each passenger. Any other arrangement for this transportation would have lacked capacity for moving the nearly four million of visitors whose pleasure or convenience led them to use the road. The locomotives used to haul the trains were built at five different American locomotive works, all being after American patterns as modified by each builder, and costing an average price of \$6000 each. The accompanying illustration is published in place of further description.

Bureau of
Transportation.

Cost of road.

Rate of fare.

Locomotives.

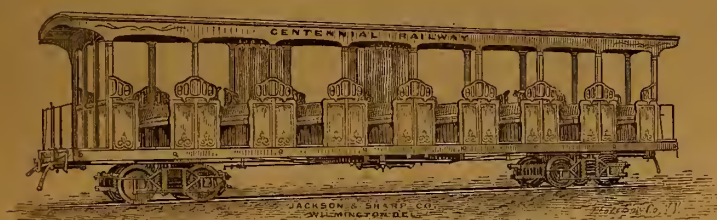
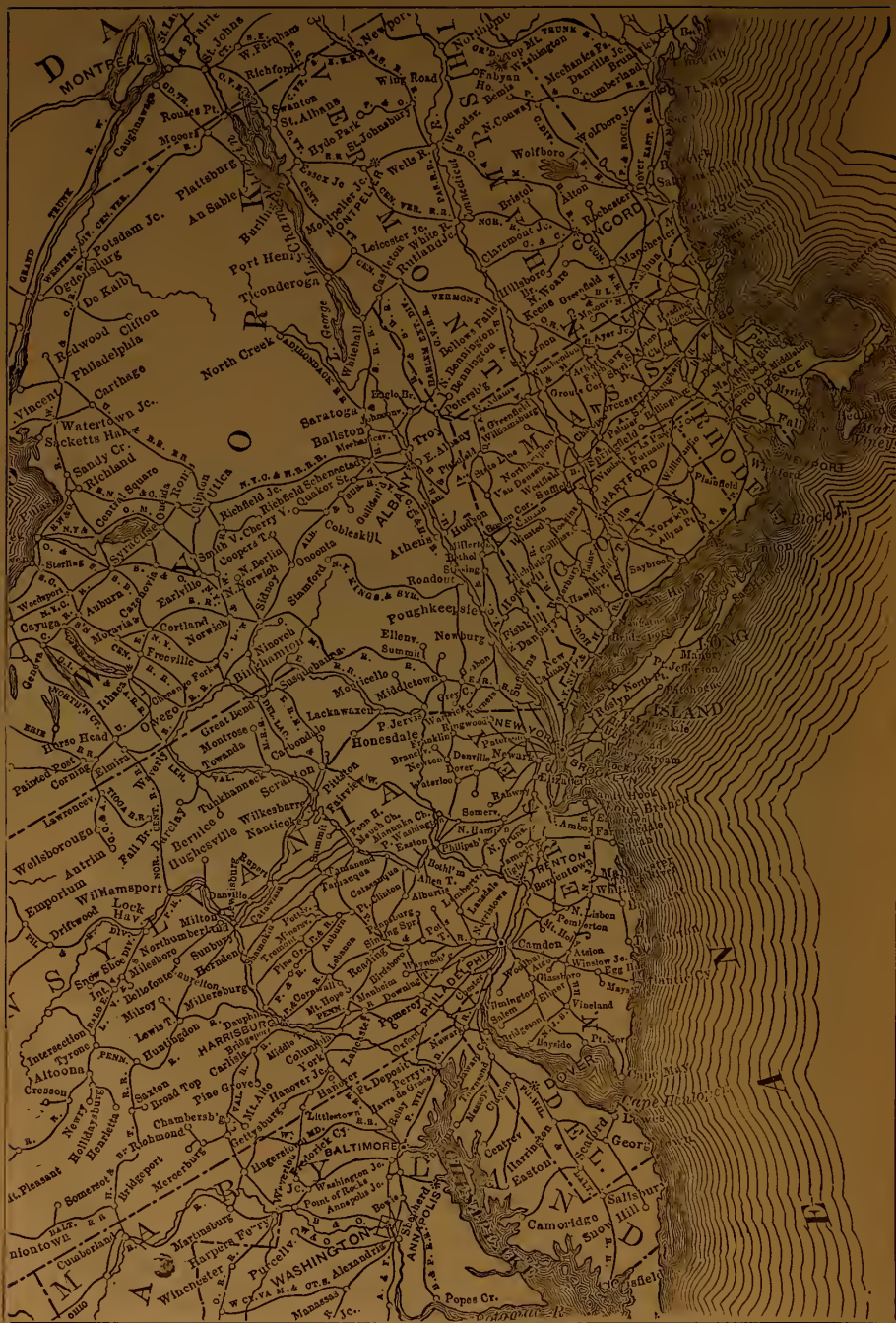


FIGURE 15.—NARROW-GAUGE CAR BUILT BY JACKSON & SHARP COMPANY FOR USE IN CENTENNIAL GROUNDS, SHOWING TWO STORM-CURTAINS UNROLLED.

The road was equipped with cars which were fitted with patent couplings and Westinghouse air brakes, and cost \$1200 each. They were open at the sides, giving in all directions an unobstructed view of the grounds, except when the storm-curtains were unrolled from the roof. The cars were thirty-five feet long, eight and a half feet wide, and seven feet high in the clear, and were on two four-wheel trucks. They had seats extending their full width, passengers entering and leaving at the sides, to provide for which the station platforms

Cars.

MAP OF RAILWAY LINES IN THE VICINITY OF PHILADELPHIA.



(From the General Railway Map of the Travelers' Official Guide of the Railways in the United States and Canada.)

were built to the height of the car floors. These platforms were enclosed by a simple rail of wood placed on posts three feet high, between which and the floor was a coarse netting of wire, preventing access to the platform or cars except through the entrance, at which a collector was stationed to receive the fares.

Bureau of
Transportation.
Platforms.

Provision for preventing accidents, comprising wire fences along the lines, signal-bells, bars, and flagmen at the crossings of avenues or walks, made it impossible that any but foolhardy trespassers could be injured.

The total business, from May 15th to November 11th, was:—

Business.

Paying passengers,	3,744,978
Free passengers,	67,816
	<hr/>
Total passengers,	<u>3,812,794</u>
Gross earnings,	\$187,295 28

For the transportation of those persons needing the accommodation within the buildings there was ample provision of rolling-chairs, made for and operated by a company organized for the purpose, which had a concession giving it the privilege, and establishing a fixed schedule of rates to be charged for the use of the chairs.

Rolling-chairs.



FIGURE 16.—ROLLING-CHAIR.



TICKET OFFICE PENNSYLVANIA RAILROAD, AND OFFICE OF THE ADAMS EXPRESS COMPANY,
WITHIN THE EXHIBITION.

RAILROAD TICKET OFFICES WITHIN THE
EXHIBITION.Bureau of
Transportation.

As a counterpart to the very generally adopted arrangement for ticketing visitors to Philadelphia and return, from all sections of the country and also from Europe, Australia, China, Japan, and other portions of the world, there were established within the Exhibition grounds two ticket offices for the accommodation of visitors wishing to obtain information about routes of travel or tickets. That of the Pennsylvania Railroad Company was equipped with a full stock of tickets of all kinds issued by that company to meet the requirements of the different classes of business and pleasure travelers over the extended system of lines owned or controlled by it, and extending through connecting lines to every important railroad station or town in America.

Ticket offices.

Pennsylvania
Railroad.

The other office was opened by the firm of Messrs. Cook, Son & Jenkins, the American branch of Thomas Cook & Son, of London, who were, by appointment, general passenger agents for the British section of the Exhibition. In this office were placed on sale stocks of regular and excursion tickets, issued by the Philadelphia and Reading, Philadelphia, Wilmington, and Baltimore, North Pennsylvania, and New York Central Railroads; as also Cook's tourist tickets for nearly all the important lines of railway and steamboats in the United States and the Canadas, and for tours in all parts of Europe, in Africa, Asia, and around the world.

Cook, Son &
Jenkins.

LODGINGS FOR VISITORS.

The Exhibition placed upon the citizens of Philadelphia the solution of a problem previously unknown in any city of America—that of lodging and feeding, during a period of several months' duration, a throng of strangers whose number, in excess of the capacity of hotels, was many times greater than the hotels could provide for. It was a problem of difficulties and uncertainties, and would have been such in any city of the world,—one which, with an unfavorable solution, would have seriously endangered the success of the Exhibition, and was met by the citizens of Philadelphia in

Lodgings for
visitors.



COOK, SON & JENKINS' TICKET OFFICE WITHIN THE EXHIBITION.

an unexceptionable manner, which contributed to the success of the Exhibition more than any other influence which was not a part of it.

Bureau of
Transportation.

The established hotels of the city previous to the Exhibition had an aggregate capacity for about six thousand guests. By enlarging these buildings, opening new hotels in buildings which could be adapted to the service, and erecting others, the aggregate capacity of hotels in the city of Philadelphia during the Exhibition was for about seventeen thousand guests. At cities and villages on the lines of railroad in the vicinity of Philadelphia, the hotels were sufficient for the accommodation of about twenty thousand guests.

Hotel accommo-
dations.

In the city of Philadelphia each family occupies a house, and the number of such separate dwellings is one hundred and thirty-four thousand. In nearly every one of these houses there are one or more "spare" rooms, kept for the entertainment of friends. There are a large number of boarding-houses in the city, usually containing some unoccupied rooms, which afford lodgings for a large number of persons. The discovery of some method by which these spare or vacant rooms of the dwellings and boarding-houses of the city could be utilized during the Exhibition in the entertainment of the expected throng of strangers, was the study of many friends of the Exhibition. The hiring of lodgings to transient visitors was repugnant to American householders. It was plainly evident that this prejudice must be overcome if the city was to receive and properly entertain its expected guests, and that the continuance, during the Exhibition, of moderate charges at the hotels, might depend upon the ability of the citizens to otherwise comfortably care for the number of visitors which might be in excess of their capacity.

Rooms in
dwellings.

This required that the city should be canvassed and a register prepared of all the householders willing to rent furnished rooms, either with or without meals; that the strangers wishing these rooms should be found and directed to them. This service was undertaken by the Centennial Lodging-House Agency, an association organized for this purpose by railroad men, who, by experience, were fitted to direct its accomplishment, and to whom the citizens of Philadelphia and the officers

Centennial
Lodging-House
Agency.

Bureau of
Transportation.

Ticketing guests.

The city one vast
hotel, and never
full.

of the Exhibition are greatly indebted for their valuable services. They issued tickets, which were sold in distant cities or by special agents, who were on all trains approaching Philadelphia, which tickets, by contract with householders, were accepted in payment from guests for accommodations furnished, and were redeemed by the agency, as were unused tickets. The train agent ascertained which passengers had tickets, and furnished to each holder of such ticket a card, assigning to him a room, as well as supplying minute directions by which the room could be reached. Thus, practically, the city became one vast hotel, which never became full. Even when the throng of strangers was the greatest, many houses lacked the desired guests. Extortion was impossible, prices were just, and in thus entertaining visitors the citizens of Philadelphia performed their part most creditably.

STATEMENTS.

Bureau of
Transportation.

(A.)
FREIGHT RATES (GOLD) FOR THE TRANSPORTATION OF FOREIGN EXHIBITS TO PHILADELPHIA.

NOTE.—Information could not be obtained relative to goods from countries omitted from this list.

COUNTRY.	ROUTE.	PORT OF SHIPMENT.	PORT OF ARRIVAL.	STEAMSHIP LINE.	RATE PER TON.		Including Delivery at the Exhibition.	Approximate cost per 100 pounds from place of origin to Philadelphia.	REMARKS.
					Measure-ment.	Weight.			
Argentine Republic,	Direct to New York,	Buenos Ayres,	New York,	Sailing vessel,	\$10 50	50	No.	\$3 00	
Austria-Hungary,	Via Hamburg,	Hamburg,	Philadelphia,	Hamburg Am. Packet Co.,	7 00	68	Yes.	2 25	
Belgium,	Direct,	Antwerp,	"	Red Star Line,	\$6 68	68	"	1 70	
Brazil,	"	Rio Janeiro,	"	Special steamers,	8 00	"	No.	2 00	
China,	"	Shanghai,	San Francisco,	Pacific Mail S. S. Co.,	8 00	"	"	4 00	
Chili,	San Francisco,	Valparaiso,	New York,	S. A. S. S. Co. & P. M. S. Co.,	20 00	20 00	"	3 50	
Denmark,	Panama,	Hamburg,	"	Hamburg Am. Packet Co.,	8 50	"	"	2 25	
Egypt,	Via Hamburg,	Alexandria,	Philadelphia,	Anchor Line,	19 47	90 60	Yes	4 53	
France,	Gibraltar & Liverpool.	Paris,	"	Gen. Trans. At. S. S. Co.,	11 58	11 58	"	2 20	
Germany,	Havre,	Bremen,	Baltimore,	North German Lloyd's,	7 50	"	"	2 50	
Great Britain,	Via Bremen,	Liverpool,	Philadelphia,	American Steamship Co.,	{ 2 43 to 4 87 to }	{ 7 30 }	"	1 70	
Canada,	Direct,	Toronto and Montreal,	"	Railway,	14 60	7 30	"	3 00	Including free return.
New South Wales,	"	Sydney,	New York,	Pacific Mail S. S. Co.,	Free, except Panama Transfer	12 00	"	50	
New Zealand,	San Fran. & Panama,	"	"	"	"	"	"	50	
South Australia,	"	"	N. S. Wales,	"	"	"	"	"	
Tasmania,	Same as Victoria,	(Portions of goods same as Victoria)	"	"	"	"	"	"	
Hawaii,	Direct to New York,	Melbourne,	New York,	Sailing vessel,	25 00	25 00	No.	5 00	
Italy,	Pacific Railroads,	Honolulu,	San Francisco,	Pacific Mail S. S. Co.,	19 00	"	"	5 76	
Japan,	Direct,	Genoa to Palermo,	Philadelphia,	Anchor Line,	18 50	88 50	"	4 00	
Netherlands,	San Francisco,	Yokohama,	San Francisco,	Pacific Mail S. S. Co.,	8 00	"	"	4 00	
Norway,	Direct,	Antwerp,	Philadelphia,	Red Star Line,	6 68	6 68	Yes.	1 70	
Orange Free State,	Via England,	Christiania and Bergen,	"	Special steamers,	9 73	9 73	No.	2 50	
Peru,	Direct,	Capetown & Port Elizabeth,	New York,	Sailing vessel,	35 00	"	Yes.	7 50	
Portugal,	Via Panama,	Callao,	"	Donald Currier & Am. S. S. Line,	5 00	"	No.	2 50	
Spain,	Direct,	Lisbon,	Philadelphia,	P. S. N. & P. M. S. Cos.,	50 53	"	"	8 23	
Sweden,	Via Havana,	"	New York,	Special steamer,	12 00	9 00	"	2 75	
Switzerland,	Direct,	Göteborg,	Philadelphia,	Special steamer,	8 52	8 52	"	4 00	
Tunis,	Via Hamburg,	Hamburg,	"	Hamburg Am. Packet Co.,	7 00	"	Yes.	1 50	
Turkey,	Marseilles,	Tunis,	New York,	Anchor Line,	34 90	40 25	"	8 00	
Venezuela,	Via Liverpool,	Constantinople,	Philadelphia,	Inman Line,	Free.	"	"	2 90	Free return on railroad
	Direct,	John Dillitt & Co., sailing vessel,	"	"	Free.	"	"	"	

(B.)
PASSAGE RATES (GOLD) FOR COMMISSIONERS, EXHIBITORS, AND VISITORS TO THE EXHIBITION FROM FOREIGN COUNTRIES.

NOTE.—Information could not be obtained for countries omitted from the list.

COUNTRY.	ROUTE.	TO PHILADELPHIA FROM	REGULAR FIRST CLASS RATES FOR THE PUBLIC.		SALOON.				INTERMEDIATE OR SECOND CLASS.		STORAGE.		REMARKS.
			Single.	And Return.	Single.	And Return.	Single.	And Return.	Single.	And Return.			
Argentine Republic,	Southampton,	Buenos Ayres,	\$275 00	\$167 50	\$225 50	\$338 00							No concession.
Australia,	Pacific Mail Steamship Co.,	Sydney,	360 00	700 00	225 50								25 per cent. off.
Austria-Hungary,	Hamburg,	Vienna,	132 25	233 50	90 00	162 00	\$60 00	\$118 00	\$26 00	\$50 00			Special steamer, R. R. fares add'l.
Belgium,	Red Star Line,	Antwerp,	95 00	162 00									No concession.
Brazil,	Southampton,	Rio Janeiro,	250 00	430 00	205 00								No concession.
China,	Pacific Mail Steamship Co.,	Shanghai,	425 00	850 00	220 00	315 00							No concession.
Chili,	Panama,	Santiago,	315 00	630 00									No concession.
Denmark,	London,	Copenhagen,	112 25	176 25									No concession.
Egypt,	Brindisi and England,	Alexandria,	192 25	368 50	82 70	145 50	49 20	88 30	26 45	46 65			No concession.
France,	General Transatlantic S. S. Co.,	Paris,	115 00	208 00									No concession.
Germany,	Bremen and Baltimore,	Bremen,	120 00	205 00	89 00	133 33	54 00	99 00	21 00	53 33			No concession.
Great Britain,	Hamburg and New York,	Hamburg,				164 00				41 00			No concession.
Hawaii,	American Steamship Company,	Liverpool,	80 00	144 00		97 33							Special steamer, R. R. fares add'l.
Italy,	Pacific Mail Steamship Co.,	Honolulu,	200 00	400 00									No concession.
Japan,	Via Liverpool,	Rome,	137 25	258 50	150 00	300 00	80 00	160 00	50 00	100 00			No concession.
Mexico,	Pacific Mail Steamship Co.,	Yokohama,	375 00	750 00	33 00								No concession.
Netherlands,	Via Havana,	Vera Cruz,	100 00	200 00									No concession.
Norway,	Neth. American S. N. Co.,	Rotterdam,	80 00	135 00									No concession.
Norway,	London,	Christiana,	120 35	192 70									No concession.
Orange Free State,	Via England,	Bloemfontaine,	275 00	550 00									No concession.
Peru,	Via Panama,	Lima,	215 00	430 00									No concession.
Portugal,	Southampton,	Lisbon,	140 00	265 00									No concession.
Russia,	London,	St. Petersburg,	152 25	216 25									No concession.
Spain,	Via London,	Madrid,	163 00	326 00									No concession.
Sweden,	Liverpool,	Gottenborg,	115 90	183 50									No concession.
Switzerland,	Via Hamburg,	Zurich,	122 25	208 50									No concession.
Tunis,	Marseilles and England,	Tunis,	152 00	304 00									No concession.
Turkey,	London,	Constantinople,	187 25	358 50									No concession.
Venezuela,	Via St. Thomas,	Caracas,	120 00	240 00									No concession.

* Free passage for three commissioners and three workmen.

† Commissioners free from Liverpool to Philadelphia by American Line.

‡ Railroad fare, San Francisco to Philadelphia, \$130.

Bureau of Transportation.

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(C.)

RATES FOR TRANSPORTING GOODS TO THE EXHIBITION, WITH
RIGHT TO FREE RETURN TRANSPORTATION. (SUBJECT TO
CONDITIONS STATED WHEN GRANTING THE CONCESSION.)

(APRIL, 1876.)

Freight. Dis- tance, miles.	FROM	RATES IN EACH CLASS PER 100 LBS.				
		Double 1st.	1st.	2d.	3d.	4th.
772	Atlanta, Ga.,	\$2 90	\$1 45	\$1 25	\$1 00	\$0 80
100	Baltimore, Md.,	50	25	23	18	15
330	Boston, Mass.,	90	45	30	25	20
828	Chicago, Ill.,	2 70	1 35	99	77	40½
673	Cincinnati, Ohio,	2 18	1 09	80	62	22
1186	Des Moines, Iowa,	4 20	2 10	1 64	1 32	80½
672	Detroit, Mich.,	2 20	1 10	80	63	28
836	Indianapolis, Ind.,	2 42	1 21	89	69	28½
783	Louisville, Ky.,	2 58	1 29	95	72	29
968	Nashville, Tenn.,	3 00	1 50	1 20	96	60
1265	New Orleans, La.,	3 20	1 60	1 30	1 05	80
90	New York, N. Y.,	60	30	25	20	15
1328	Omaha, Neb.,	4 30	2 15	1 59	1 22	80½
360	Pittsburg, Pa.,	1 42	71	56	46	20
253	Richmond, Va.,	1 43	73	65	54	47
3241	San Francisco, Cal.,	12 00	6 00	5 00	4 00	3 00
980	St. Louis, Mo.,	3 20	1 60	1 20	90	41
1237	St. Paul, Minn.,	4 30	2 15	1 69	1 27	75½

There is great diversity of classification of goods by railroads in America. The following indicates that which is most widely recognized:—

DOUBLE FIRST CLASS.—Baskets, cabinet-ware set up and boxed, carriages boxed, copper stills, dry goods in trunks, furniture set up, furs in bales, mattresses, plate-glass, pictures not over \$200 value, Russia iron, stove-pipe, willow-ware.

FIRST CLASS.—Agricultural implements, blinds, doors, window-frames, books, boots and shoes, carriages set up, clothing and woolen goods, dry goods in boxes or bales, fire-arms, melodeons, pianos, portable engines and mills, printed matter in sheets boxed.

SECOND CLASS.—Cotton in bales, cutlery, cordage, china-ware in casks, cotton and woolen machinery, domestics, groceries, iron vises, matings, rubber belting, saddlery, veneering boxed, wooden-ware boxed.

THIRD CLASS.—Canned goods, cotton-presses, crucibles, dry hides, flax pressed, flour in sacks, hemp in bales, light iron castings, pig copper, pasteboards, school slates boxed, shovels, sugar-mills, wine-bottles.

FOURTH CLASS.—Beans, beef pickled, car wheels, coal tar, copper-ore, fire-brick, gas-pipe, grain in barrels or sacks, heavy iron castings, marble blocks, paints, steel, sugar, tobacco in hogheads.

(D.)

Bureau of
Transportation.

TABLE OF PASSENGER RATES TO THE EXHIBITION FROM PLACES
IN UNITED STATES, AUTHORIZED AND IRREGULAR, SUMMER
OF 1876.

MILES.	FROM	Convention rate.	Round-trip Centennial rate.	Good from date of issue for days.	Irregular rate for July and August Tickets. Good for five days.		Excursion Tickets authorized September 15th, 1896.
					To Philadelphia.	From Philadelphia.	
772	Atlanta, Ga.,	\$25 50	\$38 25	60			\$38 25
100	Baltimore, Md.,	3 10	5 00	15			5 00
330	Boston, Mass. (all rail),	9 40	13 00	30			
	(boat),	7 65	11 00	30			
415	Buffalo, N. Y.,	10 75	13 00	30			
711	Charleston, S. C.,	23 00	38 00	60			38 00
822	Chicago, Ill.,	20 00	32 00	60	\$11 40	\$11 75	25 00
667	Cincinnati, Ohio,	18 00	29 00	60	9 00	9 75	22 00
504	Cleveland, Ohio,	12 25	20 40	60	6 80	6 80	13 50
1557	Denison, Texas,	50 00	77 00	60			66 50
1888	Denver, Col.,	71 00	108 50	60	61 75	61 75	93 80
1179	Des Moines, Iowa,	31 20	48 80	60	22 60	22 95	39 55
666	Detroit, Mich.,	16 25	23 40	60	9 00	8 00	18 00
	(cut rate),		14 00	60			
1732	Galveston, Texas,	57 00	87 50	60			75 60
735	Indianapolis, Ind.,	19 00	30 50	60	10 75	10 75	24 00
1137	Jackson, Miss.,	41 00	61 50	60	37 10		52 70
1249	Kansas City, Mo.,	36 00	56 00	60	27 40	26 75	48 30
1207	Little Rock, Ark.,	40 50	62 75	60	33 50		54 15
777	Louisville, Ky.,	22 00	35 00	60	13 00	13 75	28 00
1056	Memphis, Tenn.,	33 00	49 50	60	24 50	24 75	42 30
907	Milwaukee, Wis.,	23 00	36 50	60	14 75	14 75	28 90
962	Nashville, Tenn.,	29 45	46 20	60	20 45	21 20	37 70
1265	New Orleans, La.,	45 50	68 25	60	37 25	37 25	58 55
90	New York City, N. Y.,	2 65	5 00	15			
	{ (with various limita- tions as to trains) }		4 00	15			
			4 00	1			
			3 00	1			
			2 00	1			
1314	Omaha, Neb.,	36 00	56 00	60	26 50	27 75	45 80
354	Pittsburg, Pa.,	10 00	15 00	30	6 00	6 00	
			14 00	15			
253	Richmond, Va. (all rail),	9 80	14 70	30			14 70
	(York River Line),		8 75	30			8 75
3226	San Francisco, Cal.,	136 00	256 00	60	127 40	127 75	245 80
974	St. Louis, Mo.,	25 00	39 50	60	16 75	15 75	34 00
1232	St. Paul, Minn.,	35 25	54 90	60	26 65	27 00	44 85
137	Washington, D. C.,	4 50	7 50	15			7 50

Bureau of
Transportation.

(E.)

SIDINGS FOR THE DELIVERY OF GOODS AT THE EXHIBITION
FROM THE RESPECTIVE COUNTRIES.

	SIDING NUMBERS.													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
United States,	□	□	□	□	□	□	□	□	□	□	□	□
Argentine Republic,	□	□	□	□
Austria—Hungary,	□	□	□	□	..
Belgium,	□	..	□	□
Brazil,	□	..	□	□	..	□	..	□
Canada,	□	□	□	□	□	..	□	□
China,	□
Chili,	□	□	□	□
Denmark,	□	□	□
Egypt,	□
France,	□	..	□	□	□	□
Germany,	□	□	..	□	□	..	□
Grand Duchy of Luxembourg,	□	□
Great Britain,	□	□	..	□	□	□	..	□	□
British Colonies:														
Bahamas,	□
Bermudas,	□
British Guiana,	□
Cape of Good Hope,	□
Ceylon,	□
Gold Coast,	□
India,	□
Jamaica,	□
Mauritius,	□
New South Wales,	□	□
New Zealand,	□	□
Queensland,	□
Seychelles,	□
Singapore,	□
South Australia,	□	□	..	□	..
Tasmania,	□
Trinidad,	□
Victoria,	□	□
Hawaii,	□
Italy,	□	□	□	..	□	..
Japan,	□	□	□	□
Liberia,	□
Mexico,	□	□
Netherlands,	□	□	□	□
Norway,	□	□	□
Orange Free State,
Peru,	□
Portugal,	□	□	□	..	□
Russia,	□	□	□	□	..	□	..
Siam,	□
Spain,	□	□	□	□
Sweden,	□	□	..	□	□
Switzerland,	□
Tunis,	□
Turkey,	□
Venezuela,	□

For location of sidings, see page 6.

RECTOR-GENERAL.

	FOREIGN BUILDING MATERIAL.		MISCELLANEOUS.		LIVE STOCK AND EQUIPMENT.		TOTAL.	
	No. of Packages.	Weight. Pounds.	No. of Packages.	Weight. Pounds.	No. of Packages.	Weight. Pounds.	No. of Packages.	Weight. Pounds.
1	150	179,082					328	799,814
9							75	27,934
0			3,232	358,465			3,722	503,271
0							68	3,320
							202	62,684
14							294	105,818
11							1,009	698,021
9							470	281,941
14							1,910	970,077
11							1,726	1,195,712
11	48	49,440					1,794	688,395
11							4,256	1,132,435
12			7	8,260			5,884	2,485,476
6			1	200			9,859	3,352,587
9			45	23,495			17,165	5,650,659
7	539	137,812	242	19,125			19,972	7,590,816
12	78	33,501	88	102,137			24,836	8,810,731
13	214	44,000	291	233,950			23,633	8,250,309
11	205	17,250	31	122,866			8,009	2,598,684
12	472	37,205	223	194,605			7,262	2,510,006
9	42	10,915	106	194,562			3,941	2,546,618
14			18	68,605			4,056	1,403,087
8	522	102,105	69	64,684			3,097	1,085,218
7			151	17,200			1,415	340,429
18	9	5,805	53	25,565	3,553	1,403,464	9,254	3,722,616
5	2,279	608,115	4,557	1,433,699	3,553	1,403,464	154,273	57,116,658



NUMBER OF PACKAGES AND WEIGHT OF GOODS RECEIVED WEEKLY AT THE EXHIBITION.

DATE.	ART DEPARTMENT.		MAIN BUILDING.		MACHINERY HALL.		AGRICULTURAL HALL.		HORTICULTURAL DEPARTMENT.		SHOE AND LEATHER BUILDING.		CARRIAGE BUILDING.		WOMEN'S PAVILION.		U. S. GOVERNMENT BUILDING.		FOREIGN BUILDING MATERIAL.		MISCELLANEOUS.		LIVE STOCK AND EQUIPMENT.		TOTAL.	
	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.	No. of Packages	Weight. Pounds.
Before January 8th,			26	323,156	12	264,850			140	32,726									150	179,082					328	799,814
Week ending January 15th,					1	1,615											74	26,319							75	27,934
“ “ “ 22d,			142	36,960	46	74,846											302	33,000			3,232	358,465			3,722	503,271
“ “ “ 29th,																	68	3,320							68	3,320
“ “ February 5th,			199	59,670	3	3,014																			202	62,684
“ “ “ 12th,			11	4,500	256	96,337											27	4,961							294	105,818
“ “ “ 19th,			847	560,913	145	132,957											17	4,151							1,009	698,021
“ “ “ 26th,			48	43,705	299	191,937	29	7,650									94	38,649							470	281,941
“ “ March 4th,			763	471,019	673	162,064											474	336,994							1,910	970,077
“ “ “ 11th,			645	240,198	974	773,443											107	182,071							1,726	1,195,712
“ “ “ 18th,			699	250,670	886	652,189	11	545									150	44,551	48	40,440					1,794	688,395
“ “ “ 25th,	1,048	114,707	2,061	576,591	845	321,622	100	27,174	37	31,450							165	60,891							4,256	1,132,435
“ “ April 1st,	266	144,116	3,234	1,205,951	1,404	907,352	592	121,805			10	330					371	87,452			7	8,260			5,884	2,485,476
“ “ “ 8th,	154	92,985	6,103	2,023,180	2,152	986,372	518	109,914	20	6,646	18	4,743			1	21	892	138,736			1	200			9,859	3,352,587
“ “ “ 15th,	798	345,403	9,150	2,418,758	4,170	2,096,169	1,787	600,828	5	1,280	170	24,438	35	7,599	13	500	992	132,189			45	23,495			17,165	5,650,659
“ “ “ 22d,	241	148,732	7,241	2,450,358	5,792	3,417,561	3,468	958,746	54	25,362	675	111,810	461	135,557	184	6,446	1,075	179,307	539	137,812	242	19,125			19,972	7,590,816
“ “ “ 29th,	823	264,661	10,056	3,243,250	5,469	2,874,891	3,835	1,153,059	539	176,320	598	156,314	778	242,620	361	36,446	2,211	527,532	78	33,501	88	102,137			24,836	8,810,731
“ “ May 6th,	242	100,559	9,357	2,785,163	5,809	2,531,193	4,146	903,500	64	82,418	807	120,011	1,168	907,670	332	26,052	1,203	501,673	214	44,000	291	233,930			23,633	8,250,309
“ “ “ 13th,	70	30,064	3,241	912,702	1,998	862,630	1,517	376,734	5	2,710	277	43,944	306	152,134	78	16,979	281	60,671	205	17,250	31	122,866			8,009	2,598,684
“ “ “ 20th,	182	114,409	3,241	1,083,969	1,677	651,421	1,112	326,646	33	7,715	47	11,544	118	88,906	46	5,054	111	52,672	472	37,205	223	194,605			7,262	2,510,006
“ “ “ 27th,	326	622,185	1,127	444,930	1,135	751,588	870	266,096	87	45,824	32	94,020	5	2,139	9	730	202	63,629	42	10,915	106	194,562			3,941	2,546,618
“ “ June 3d,	85	53,884	774	293,869	889	458,832	1,240	465,406	6	390	1	110	19	22,877	2	220	1,022	38,894			18	68,605			4,056	1,403,087
“ “ “ 10th,	5	2,140	852	298,665	800	280,815	735	309,966	9	2,380	7	1,815			6	5,490	92	17,118	522	102,105	69	64,684			3,097	1,085,218
“ “ “ 12th-14th,	4	425	493	98,382	526	177,795	163	21,055			14	5,104	47	14,601	2	200	51	5,667			151	17,200			1,415	340,429
After June 14th,	23	66,630	893	342,242	1,358	871,496	2,520	885,642	1	2,810	2	204			3	560	839	118,198	9	5,805	53	25,565	3,553	1,403,464	9,254	3,722,616
	4,267	2,100,900	61,203	20,168,801	37,319	19,542,989	22,643	6,534,766	1,000	418,031	2,658	574,387	2,937	1,574,103	1,037	98,698	10,820	2,658,705	2,279	608,115	4,557	1,433,699	3,553	1,403,464	154,273	57,116,658



(G.)

Bureau of
Transportation.

STATEMENT OF THE QUANTITY OF GOODS RECEIVED, BY COUNTRIES, AT THE EXHIBITION.

COUNTRY.	Date of First Receipt of Goods.	No. of Packages.	Weight. Pounds.
Argentine Republic,	May 19th, 1876.	212	63,295
Austria,	April 4th, "	1,453	790,602
Belgium,	March 7th, "	1,275	893,263
Brazil,	April 1st, "	1,650	348,037
Canada,	" " "	3,891	1,367,671
China,	" 10th, "	477	115,917
Chili,	May 2d, "	157	51,026
Denmark,	April 5th, "	157	41,564
Egypt,	January 18th, "	274	68,640
France,	March 3d, "	5,152	2,279,135
Germany,	February 29th, "	3,330	1,822,304
Great Britain and Colonies,	January 21st, "	7,385	4,266,039
Hawaii,	April 4th, "	93	11,370
Italy,	March 31st, "	1,750	475,071
Japan,	January 19th, "	7,112	1,241,125
Liberia,	April 28th, "	11	1,731
Mexico,	" 8th, "	250	104,659
Morocco,	March 18th, "	48	40,440
Netherlands,	" 20th, "	571	151,703
Norway,	February 16th, "	679	463,003
Orange Free State,	March 27th, "	15	5,130
Peru,	April 29th, "	60	6,760
Portugal,	" " "	738	164,203
Russia,	March 29th, "	1,361	1,132,095
Siam,	October 7th, "	229	15,545
Spain,	March 22d, "	2,581	502,111
Sweden,	February 16th, "	1,586	860,177
Switzerland,	April 1st, "	340	108,903
Tunis,	May 4th, "	58	14,140
Turkey,	April 6th, "	121	25,004
United States,	October 12th, 1875.	111,228	38,064,234
Venezuela,	March 16th, 1876.	29	4,720
		154,273	57,116,658

The first arrival of foreign building material was Great Britain, December 10th, 1875; Sweden, December 1st, 1875; and Japan, January 19th, 1876.

Bureau of
Transportation.

(H.)

STATEMENT OF THE QUANTITY OF GOODS REMOVED FROM
THE EXHIBITION, BY RAILROAD.

Date.	Cars.	Packages.	Pounds Weight.	Date.	Cars.	Packages.	Pounds Weight.
1876. Nov. 11.	1	1	20,000	1876. Dec. 19.	41	1,262	413,250
" 13.	1	33	3,000	" 20.	35	679	390,190
" 14.	7	54	135,452	" 21.	48	1,893	617,362
" 15.	8	95	192,587	" 22.	56	903	718,173
" 16.	39	613	571,989	" 23.	58	973	990,920
" 17.	29	501	274,510	" 26.	32	728	320,516
" 18.	34	669	447,563	" 27.	44	1,264	385,513
" 20.	31	1,183	447,370	" 28.	60	1,770	838,487
" 21.	45	1,219	593,308	" 29.	48	922	424,206
" 22.	53	1,798	694,117	" 30.	49	614	738,650
" 23.	60	2,231	823,845	1877. Jan. 2.	18	621	255,670
" 24.	56	1,294	573,588	" 3.	4	63	35,480
" 25.	59	1,631	656,335	" 4.	11	209	73,255
" 27.	70	1,936	977,751	" 5.	18	320	207,720
" 28.	61	2,018	800,579	" 6.	22	372	233,140
" 29.	71	1,971	772,729	" 8.	37	838	405,853
Dec. 1.	59	1,455	737,370	" 9.	12	243	155,746
" 2.	75	2,416	790,642	" 10.	37	1,303	473,010
" 4.	72	1,594	863,334	" 11.	25	749	255,680
" 5.	62	1,083	614,894	" 12.	39	1,637	566,410
" 6.	63	1,230	601,856	" 13.	33	797	371,105
" 7.	59	1,006	558,603	" 15.	10	282	116,190
" 8.	73	1,645	875,005	" 16.	10	273	114,210
" 9.	45	1,263	550,760	" 17.	11	404	169,775
" 11.	49	1,104	603,995	" 18.	16	556	157,700
" 12.	64	1,613	582,520	" 19.	10	146	120,065
" 13.	60	868	491,835	" 20.	3	189	34,052
" 14.	58	1,163	602,235	" 23.	11	362	104,620
" 15.	60	1,837	641,728	" 24.	1	277	25,840
" 16.	52	831	441,740	" 25.	6	563	85,590
" 18.	29	502	219,860	" 26.	8	631	81,793
				Total,	2,318	58,700	27,041,271

(I.)

Bureau of
Transportation.STATEMENT OF THE QUANTITY OF GOODS REMOVED FROM THE
EXHIBITION BY RAILROAD, BY COUNTRIES.

COUNTRY.	Date of First Shipment.	No. of Cars.	No. of Pack- ages.	Weight (pounds).	Date of Last Shipment.
Austria,	December 11, 1876.	25	525	180,650	January 23, 1877.
Belgium,	" 2, "	34	699	477,365	December 19, 1876.
Brazil,	" 6, "	17	462	143,645	" 8, "
Canada,	November 28, "	67	2,699	1,056,360	January 17, 1877.
China,	December 2, "	2	48	14,550	December 19, 1876.
Chili,	" 13, "	4	62	31,060	" 13, "
Denmark,	January 5, 1877.	3	52	27,280	January 16, 1877.
Egypt,	December 13, 1876.	2	81	12,125	December 13, 1876.
France,	November 25, "	102	2,279	1,126,825	January 23, 1877.
Germany,	December 2, "	85	1,605	1,122,525	" 13, "
Great Britain and Colonies,	November 21, "	133	2,239	1,425,591	" 25, "
Hawaii,	December 19, "	1	8	1,010	December 19, 1876.
Italy,	" 30, "	37	929	449,940	January 17, 1877.
Japan,	" 13, "	18	475	163,630	December 30, 1876.
Mexico,	" 28, "	5	120	27,250	January 26, 1877.
Morocco,	January 12, 1877.	1	9	2,150	January 12, 1877.
Netherlands,	December 13, 1876.	30	570	234,085	December 22, 1876.
Norway,	November 28, "	13	360	175,790	" 30, "
Peru,	December 30, "	1	37	6,040	" " "
Portugal,	January 26, 1877.	7	614	79,793	January 26, 1877.
Russia,	November 27, 1876.	33	593	549,035	December 12, 1876.
Spain,	" " "	24	823	275,545	January 23, 1877.
Sweden,	" 29, "	27	520	382,807	" 16, "
Switzerland,	December 1, "	1	25	6,500	December 1, 1876.
Turkey,	November 28, "	3	82	24,250	January 9, 1877.
United States,	" 11, "	1,643	42,784	19,045,470	
		2,318	58,700	27,041,271	

Bureau of
Transportation.

(J.)

STATEMENT OF THE NUMBER OF EMPTY PACKING-CASES
STORED AT THE EXHIBITION, BY COUNTRIES AND BUILDINGS.

COUNTRIES.	Art Gallery.	Main Building.	Ma- chinery Building.	Agri- cultural Building.	Shoe and Leather Building.	TOTAL.
Argentine Republic,	11	94	85			190
Austria,	136	694	58			888
Belgium,	96	553	260	4		913
Brazil,	84	244	140	395	12	875
China,		488				488
Chili,		116				116
Denmark,	14	15				29
Egypt,		136				136
France,	178	1,173	96	259		1,706
Germany,	162	1,093	277	201		1,733
Great Britain and Colonies,	213	2,470	723	411		3,817
Hawaii,		34				34
Italy,	743	377				1,120
Mexico,	57	51	13			121
Netherlands,	175	293	142			610
Norway,	59	315	7	118		499
Portugal,		511	537			1,048
Russia,	11	651	203	229	14	1,108
Spain,	112	431				543
Sweden,	67	648	102	3		820
Switzerland,		286				286
Tunis,		23				23
Turkey,		58				58
United States,	631	5,946	3,360	1,518	583	12,038
Total,	2,749	16,700	5,168	3,973	609	29,199

Cases from buildings not named in the table are included with those of the principal buildings, according to location or classification.

The whole number of cases stored, irrespective of the practice of placing the smaller ones within the larger ones, was about fifty thousand.

(K.)

Bureau of
Transportation.STATEMENT OF THE DAILY AVERAGE FOR EACH WEEK OF THE
NUMBER OF EMPLOYÉS IN THE SERVICE OF THE CONTRACTORS
RECEIVING GOODS, AND THE TONS WEIGHT OF GOODS RE-
CEIVED BY THEM AT THE EXHIBITION.

WEEK ENDING	Average No. of Men Working.	Average Daily Weight. Tons Net.	WEEK ENDING	Average No. of Men Working.	Average Daily Weight. Tons Net.
February 5th,	38	5.22	April 15th,	220	470.89
“ 12th,	40	8.81	“ 22d,	360	632.59
“ 19th,	40	58.17	“ 29th,	370	734.27
“ 26th,	45	23.49	May 6th,	350	687.52
March 4th,	50	80.84	“ 13th,	160	216.56
“ 11th,	55	99.64	“ 20th,	150	209.16
“ 18th,	55	82.36	“ 27th,	155	212.29
“ 25th,	70	94.37	June 3d,	125	116.62
April 1st,	100	207.12	“ 10th,	110	90.43
“ 8th,	150	279.38			

The records show the average weight of goods received during the nineteen weeks ending June 10th, per days' labor, to have been one and six-tenths tons net, and under special conditions during part of the time over two tons net.

(L.)

STATEMENT OF APPLIANCES USED BY THE CONTRACTORS IN
RECEIVING EXHIBITS AT THE EXHIBITION.

19,000 feet of Railroad track.	2 Portable hoists.
6 Locomotives.	3 Pairs of shears.
25 Wagons and drays.	150 Warehouse trucks.
1 Catamaran.	50 Wagon trucks.
1,000 feet of stationary platforms.	6 Express trucks.
6 Portable platforms.	8 Hydraulic jacks.
2 Locomotive cranes.	60 Wooden rollers.
1 Traction engine and crane.	50 Iron bars.
1 Stationary steam crane.	

(N.)

STATEMENT OF FACILITIES FOR LOCAL PASSENGER TRANSPORTATION TO THE EXHIBITION BY TRAMWAY.

LINES.	Mileage of Routes. Single Fare.	Number of Cars Run Hourly.	CAPACITY OF CARS.				Tramway Connections.	
			Seated One Hour.	Seated Eight Hours.	Crowded One Hour.	Crowded Eight Hours.	Number.	Mileage.
Lancaster Avenue,	4.5	35	875	7,200	2,100	16,800	18	55
Market Street,	8.0	45	1,125	9,000	3,000	24,000	20	60
Arch Street,	2.5	30	660	5,280	1,800	14,400	20	60
Race and Vine,	5.5	30	660	5,280	1,800	14,400	21	62
Girard Avenue,	9.0	45	1,000	8,000	3,000	24,000	24	57
West End Passenger Railway,	3.5	8	180	1,440	480	3,840	. .	. .
Total,	33.0	*193	4,500	36,200	12,180	107,440	103	294

* This is presented as only approximately correct. The number of cars run hourly is the number run under pressure of a crowd of persons seeking passage. In the even tenor of daily business the service is about three-fourths of the above.

† This includes repetitions of the same connections. The actual mileage of these routes includes only seventy miles of tramway, not counting in either case that part of the line where cars run from the connection.

(O.)

STATEMENT OF FACILITIES FOR LOCAL PASSENGER TRANSPORTATION TO THE EXHIBITION BY THE SCHUYLKILL RIVER STEAMBOAT COMPANY.

Length of Route,	4.5 miles.	Rate of fare to Centennial Landing,	10 cents.
Number of Landings,	8	Exchange tickets sold by street-car conductors, through rate,	15 cents.
Number of Boats,	10	Number of street-car lines selling Exchange tickets for boats,	6
Number of Trips hourly (six up, six down),	12	Mileage of the same (cars running to the Park),	17.5 miles.
Capacity to transport to Centennial Landing, hourly,	2500 passengers.		

Bureau of Transportation.

Bureau of
Transportation.

(P.)

STATISTICS RELATING TO TRANSPORTATION WITHIN THE
EXHIBITION.

WEST END PASSENGER RAILWAY COMPANY.

Length of track,	8 miles.
Length of route, double track, nearly	3½ miles.
Number of locomotives,	8
Number of cars,	38
Number of trains daily,	128
Capacity of each car,	107 passengers.
Number of stations,	19

Number of passengers carried each week ending—

May 20th,	23,135	August 19th,	112,086
May 27th,	56,167	August 26th,	157,730
June 3d,	88,457	September 2d,	152,135
June 10th,	104,212	September 9th,	202,562
June 17th,	109,676	September 16th,	231,103
June 24th,	126,647	September 23d,	244,630
July 1st,	111,117	September 30th,	237,184
July 8th,	152,505	October 7th,	219,273
July 15th,	84,826	October 14th,	229,994
July 22d,	76,521	October 21st,	231,164
July 29th,	81,363	October 28th,	203,689
August 5th,	85,289	November 4th,	233,339
August 12th,	100,586	November 11th,	157,404
Total,		<u>3,812,794</u>	

The number of passengers carried September 28th was 72,107.

CENTENNIAL ROLLING-CHAIR COMPANY.

Number of chairs operated,	328
Number of stations for hiring chairs in Main Building,	7
“ “ “ “ “ Machinery Hall,	4
“ “ “ “ “ Agricultural Hall,	1
“ “ “ “ “ United States Government Building,	1
“ “ “ “ “ Women’s Pavilion,	1
“ “ “ “ “ Annexes and grounds,	8
Total,	<u>22</u>

Rates charged for use of chairs with attendant, per hour,	\$0 60
“ “ “ “ “ “ “ half-day,	2 25
“ “ “ “ “ “ “ day,	4 50

Rates without an attendant, forty cents for the first hour, and thirty cents an hour afterwards.

(R.)

Bureau of
Transportation.

STATEMENT RELATIVE TO EUROPEAN AND AMERICAN PASSENGER RATES, IN CONNECTION WITH INTERNATIONAL EXHIBITIONS.

Only imperfect records of arrangements and rates for the transportation of visitors to previous exhibitions are accessible, hence any particular comparison of them is impossible. The following information has been compiled from various sources:—

European and
American
passenger rates.*London, 1851.*

During this exhibition there was a sharp competition between rival railroad companies from some sections of England for excursion business to London. Second and third class round-trip tickets, good for one week, by special trains, were sold, under a joint agreement between rival lines, from Liverpool and Manchester, for three dollars and sixty-five cents, being at a rate of nine mills per passenger per mile by the short line; while from Bradford, Leeds, Sheffield, and the neighboring districts, like tickets were sold, in competition, for one dollar and twenty-two cents, being at the rate of about one-third of a cent per mile. Regular rates, in cents, gold, per mile traveled, were as follows:—

London
Exhibition, 1851.

Excursion rates

	First Class.	Second Class.	Third Class.	
Liverpool, 202 miles, . .	4.56	3.16	1.91	Regular English rates.
Manchester, 189 miles, . .	4.26	3.08	2.03	
Leeds, 185 miles, . . .	4.32	3.16	2.03	

London, 1862.

An amicable arrangement was maintained between the competing railroad lines of England during this exhibition. The following, in cents, gold, per mile traveled, is an illustration of the average rates charged, regular rates being stated for comparison:—

London
Exhibition, 1862.

	First Class.	Second Class.	Third Class.	
Edinburgh, 400 miles, . .	4.26	3.06	2.01	Rates.
“ excursion,	1.21	1.21	
Glasgow, 405 miles, . .	4.22	3.06	2.03	
“ excursion,	1.20	1.20	

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Transportation.

Paris, 1867.

Paris
Exhibition, 1867.

The reductions made by the French railroad companies from regular rates for visitors to the exhibition were, on special trains, from fifty to seventy-five per cent., according to distance; and for round-trip tickets, good on "ordinary" trains, from twenty-five to forty-five per cent. The following are the different rates in cents, gold, per passenger per mile:—

	First Class.	Second Class.	Third Class.
Percentage of reductions.			
Regular rates,	3.50	2.66	1.93
With twenty-five per cent. off, .	2.625	1.995	1.4475
With fifty per cent. off, . . .	1.75	1.33	0.965
With seventy-five per cent. off,	0.875	0.665	0.4825

Vienna, 1873.

Vienna
Exhibition, 1873.

Regular rates.

Reductions.

The rates charged per passenger per mile on nearly all the railroads in Austria and Hungary are in cents, gold, as follows (subject to an additional charge of about twenty per cent. for so-called "fast" trains on some roads):—First class, 3.71; second class, 2.80; third class, 1.86; and fourth class, 0.93, which were reduced one-half to exhibitors and visitors by special trains, and without train limitations on Prussian railroads managed by the state. On Belgian state railroads and the Eastern Railroad of France, passenger rates were reduced twenty-five per cent., and to parties of not less than two hundred, from Paris to Vienna direct, fifty per cent. Reductions in passenger rates were made by many other railroad companies in various sections of Europe, but without uniformity, and do not admit of being briefly stated.

Accurate
comparison
cannot be made.

From these notes it will be seen that any accurate comparison of passenger rates for the exhibitions at Vienna and Philadelphia cannot be made. The differences in the habits of the people, as shown in the selection of the class of railroad carriages in which to ride, also determines the same conclusion. In America only first class tickets are sold on nearly all the railroads, while on the roads in the German railroad union, including the Austro-Hungarian railroads, the percentage of passengers of each class is—First class, 1.71;

second class, 16.22; third class, 61.20; fourth class, 17.08; military, &c., 3.79. Bureau of Transportation.

Austrian second class passenger rates secure the passenger accommodations more comparable with that of American first class than do the other classes of rates; but the speed of trains in Austria is generally slow, and when as fast as is customary on American railroads subjects the passenger to an increase of about twenty per cent. on the charge for the ticket. This extra charge being included in the Austrian rates makes them greater than those charged in the eastern and central States, but not nearly as high as in the southern and trans-Mississippi States of America. Extra charges.

Philadelphia, 1876.

The railroads terminating in Philadelphia, comprising an aggregate length of three thousand eight hundred and forty-six miles, made liberal provisions for the sale of excursion tickets from points along their own roads to the Exhibition. The rates established by them, given in the following statement, do not include the price of admission to the Exhibition, the ticket for which was sold as a coupon in many excursion tickets. These rates, varying from nine to twenty-nine mills per mile traveled, according to circumstances, were increased as the number of passengers in the party decreased, or as the limitation in time was extended. The price of tickets was stated as being at a specified discount from the regular rate, or as being at a specified charge per mile traveled. Half excursion rates were given to children from five to twelve years of age. Philadelphia Exhibition, 1876.

Special trains were furnished if parties were too large to be carried upon regular trains, previous notice being given. They were run as sections of regular trains, and when run, tickets sold to the party were not good upon any other. If the excursionists had one-day tickets they were good for the return trip upon the special train only. But tickets for more than one day were good for the return trip, within the limitations, upon any train stopping at the station. Local rates.

Special trains.

Limitation of ticket.

Bureau of
Transportation.

(T.)

COMPARISON OF PASSENGER RATES TO VIENNA, 1873, AND
PHILADELPHIA, 1876, GOLD.

Miles.	FROM	TO	REGULAR RATES BY CLASS.			Excursion Rates (Gold). American First Class. Vienna Second Class.	Rate per Passenger per Mile. Cents.
			First.	Second.	Third.		
30	Wilmington, Del., .	Philadelphia, .	. . . .	\$0 46	. . . .	\$0 91	1.516
31	Neustadt (Wien), .	Vienna,	\$1 12	84	\$0 56	84	1.355
33	Trenton, N. J., . .	Philadelphia, .	. . . .	91	. . . .	1 05	1.59
33	Gross Weikersed, .	Vienna,	1 19	89	51	89	1.348
57	Bethlehem, Pa., . .	Philadelphia, .	. . . .	1 37	. . . .	2 00	1.754
56	Schattan,	Vienna,	1 68	1 41	84	1 41	1 259
69	Lancaster, Pa., . .	Philadelphia, .	. . . .	1 87	. . . .	2 09	1.506
69	Semmering,	Vienna,	2 59	1 94	1 29	1 94	1.405
90	New York,	Philadelphia, .	. . . .	2 41	. . . .	4 55	2.528
91	Jarmeritz,	Vienna,	2 78	2 32	1 39	2 32	1.275
100	Baltimore, Md., . .	Philadelphia, .	. . . .	2 82	. . . .	3 64	1.82
100	Trebitsche,	Vienna,	3 05	2 04	1 53	2 04	1.02
105	Harrisburg, Pa., . .	Philadelphia, .	. . . .	2 88	. . . .	3 18	1.516
106	Bruck,	Vienna,	3 97	2 98	1 99	2 98	1.405
140	Washington, D. C., .	Philadelphia, .	. . . .	4 10	. . . .	6 15	2.196
139	Gratz,	Vienna,	5 18	3 89	2 59	3 89	1 4
253	Waverly, N. Y., . .	Philadelphia, .	. . . .	6 28	. . . .	9 27	1.832
255	Cracow,	Vienna,	9 60	7 20	4 80	7 20	1 412
354	Pittsburg, Pa, . . .	Philadelphia, .	. . . .	9 09	. . . .	12 74	1.800
352	Nabresina,	Vienna,	13 13	9 85	6 57	9 85	1.400
374	Rochester, N. Y., .	Philadelphia, .	. . . .	8 87	. . . .	11 83	1.581
375	Dresden,	Vienna,	11 60	9 22	6 37	9 22	1.23
415	Buffalo, N. Y., . .	Philadelphia, .	. . . .	9 79	. . . .	11 83	1.425
434	Basiasch,	Vienna,	14 86	11 15	7 43	11 15	1.284
763	Chattanooga, Tenn.,	Philadelphia, .	. . . .	22 75	. . . .	31 25	2.196
750	Roman,	Vienna,	28 41	20 94	11 93	20 94	1.400
822	Chicago, Ill., . . .	Philadelphia,	18 20	22 75	1.383
847	Paris,	Vienna,	34 78	25 45	19 09	1.127

APPENDIX.

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(I.)

Bureau of
Transportation

EXTRACTS RELATING TO THE TRANSPORTATION AND HANDLING OF EXHIBITS, &C., FROM GENERAL REGULATIONS ISSUED JULY 4TH, 1874, FOR EXHIBITORS IN THE UNITED STATES.

7. Exhibitors, or such agents as they may designate, shall be responsible for the receiving, unpacking, and arrangement of objects, as well as for their removal at the close of the Exhibition.

General regulation relating to transportation and terminal service.

8. The transportation, receiving, unpacking, and arranging of the products for exhibition will be at the expense of the exhibitor.

12. If no authorized person is at hand to receive goods on their arrival at the Exhibition building, they will be removed without delay, and stored at the cost and risk of whomsoever it may concern.

14. The removal of goods will not be permitted prior to the close of the Exhibition.

16. Immediately after the close of the Exhibition, exhibitors shall remove their effects, and complete such removal before December 31st, 1876. Goods then remaining will be removed by the Director-General and sold for expenses, or otherwise disposed of, under the direction of the Commission.

(II.)

[No. 100.]

UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION. Circular No. 100.

PHILADELPHIA, ———, 187

SIR:—The Congress of the United States has directed that there shall be held in the city of Philadelphia in 1876, in commemoration of American Independence, an International Exhibition, as the chief feature of the Centennial Celebration. Most of the governments of the world have accepted the invitation of the President to be present and take part in the Exhibition. The Centennial Commission has fully organized the several departments of the national enterprise, and its success is now guaranteed beyond any question. The attendance of both exhibitors and visitors will undoubtedly be as great as at any international exhibition heretofore held.

One of the most essential departments of the administration of the Exhibition is that of Transportation, which it is hoped may be organized on a comprehensive scale, and in a manner that will reflect credit on the ability and extent of the

Bureau of
Transportation.

transportation interests of the United States. It is very important that there should be an official announcement, as soon as possible, of any exceptional tariffs that may be conceded for passenger fares and for goods intended for Exhibition. We beg, therefore, to call your attention to the subject, with the assurance that you will extend your co-operation to render the rates on your line favorable, and thus promote the general interests of the national enterprise.

We shall be pleased to receive from you at an early day information on the following points:—

Requesting
concessions
in rates.

1. What reduction will you authorize on goods for the Exhibition shipped over your line from terminal or local points (*a*) in one direction, or (*b*) when shipped to and returned from the Exhibition, ownership being unchanged?

2. What reduction from current passenger rates will you authorize to and from Philadelphia of (*a*) recognized officials of the Exhibition, (*b*) foreign commissioners, (*c*) exhibitors, and (*d*) workmen, coming from terminal or local points?

The Exhibition will open on the tenth day of May, 1876, and close on the tenth day of November following. Communications may be addressed to the Chief of the Bureau of Transportation, who will be glad to furnish you with further information.

D. TORREY,

Chief of Bureau of Transportation.

A. T. GOSHORN,

Director-General.

(III.)

[No. 121.]

Circular No. 121. UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION.

PHILADELPHIA, August 31st, 1875.

A copy of circular No. 100, printed herein, was sent in May last to officers of transportation companies. Replies to this circular have, with great uniformity, announced a willingness to transport exhibits for full rates to the Exhibition, and if unsold, to return the same free.

It is important that we should have the information requested in that circular as soon as possible, for the use of intending exhibitors. To this end a blank form for reply is enclosed, which please return properly dated and signed, if in accordance with your intended action.

For your information the letter of A. J. Cassatt, Third Vice-President Pennsylvania Railroad, announcing the decision of the trunk lines, is printed herewith.

D. TORREY,

Chief of Bureau of Transportation.

A. T. GOSHORN,

Director-General.

PENNSYLVANIA RAILROAD COMPANY.

Bureau of
Transportation.

PHILADELPHIA, August 21st, 1875.

*Hon. A. T. Goshorn, Director-General United States Centennial Exhibition,
Philadelphia,*

DEAR SIR:—We have received responses from the New York Central, the Erie, and the Baltimore and Ohio Railroad Companies, assenting to the proposed arrangement with reference to the transportation of goods to and from the Centennial Exhibition.

Concession
granted by
trunk lines.

It is therefore understood that regular rates shall be charged on all goods carried to the Exhibition for exhibitors over the roads controlled by the above-named companies and by this company, and that all unsold goods shall be returned free,—freight and all charges to be prepaid in every case. This arrangement to cover all articles intended for the Exhibition as well as all other articles forwarded by exhibitors for their own use in connection with the Exhibition.

Very truly, yours,

A. J. CASSATT,
Third Vice-President.

[121 a.]

OFFICE OF — COMPANY, 1875.

DEAR SIR:—This company will transport at regular rates all articles intended for exhibition at the International Exhibition of 1876, at Philadelphia, as well as all other articles forwarded by exhibitors for their own use in connection with the Exhibition, and will return unsold articles free. Freight and all charges to be prepaid in every case.

Form 121 a,
blank form for
concession.

Respectfully,

To the Chief of the Bureau of Transportation, United States Centennial Commission.

(IV.)

(No. 164.)

UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION. Circular No. 164.

The form of announcement (used by railroad companies) of the conditions on which goods will be transported to the Exhibition is as follows:—

Terms for the
transportation
of exhibits.

“This company will transport, at regular rates, all articles intended for Exhibition at the International Exhibition of 1876, at Philadelphia, as well as other articles forwarded by exhibitors for their own use in connection with the Exhibition, and will return unsold articles free. Freight and all charges to be prepaid in every case.”

Goods cannot be delivered at the Exhibition grounds except over roads from which the above has been received.

Bureau of
Transportation.

The terms on which articles sent to the International Exhibition of 1876, at Philadelphia, will be transported, have been announced by the respective companies, as follows:—

FREE TRANSPORTATION.

Free
transportation.

American Line of Coast and River Steamers, China. Russell & Co., proprietors, from ports at which steamers touch to Shanghai.

Grand Tower and Carbondale Railroad, to and from the Exhibition.

Indiana, North and South Railroad, to and from the Exhibition.

Missouri, Iowa and Nebraska Railroad, to and from the Exhibition.

Oregon and California Railroad, to and from the Exhibition.

Virginia and Truckee Railroad, to and from the Exhibition.

HALF RATES.

Regular rates
one way.

The companies named below have agreed to transport at regular rates to Philadelphia all articles intended for exhibition at the International Exhibition of 1876, and to return articles unsold free. Freight and all charges to be prepaid in every case. The * indicates lines on which the owner of goods must assume all risk of damage to them.

List of roads.

Adirondack Company's Railroad.
Alabama and Chattanooga Railroad.
Allegheny Valley Railroad.
Arkansas Valley Railway.
Ashtabula, Youngstown and Pittsburg Railroad.
Atchison and Nebraska Railroad.
Atlanta and West Point Railroad.
Atlantic and Gulf Railroad.
Atlantic and Great Western Railroad.
Atlantic and Pacific Railroad.
Atlantic, Tennessee and Ohio Railroad.
Baltimore and Ohio Railroad.
Baltimore and Potomac Railroad.
Boston and Albany Railroad.
Boston, Barre and Gardner Railroad.
Boston, Clinton and Fitchburg Railroad.
Boston and Maine Railroad.*
Boston, Lowell and Nashua Railroad.*
Boston and Providence Railroad.
Bridgeton and Port Norris Railroad.
Buffalo, New York and Philadelphia Railroad.
Burlington and Missouri River Railroad in Nebraska.
Cairo and Vincennes Railroad.
Camden and Amboy Railroad.
Catasauqua and Fogelsville Railroad.
Central Railroad of New Jersey.
Central Pacific Railroad.
Central Vermont Railroad.*
Charlotte, Columbia and Augusta Railroad.
Chesapeake and Ohio Railroad.
Cheshire Railroad.
Chicago and Lake Huron Railroad.
Chicago, Milwaukee and St. Paul Railroad.
Chicago and North-Western Railroad.
Chicago and Pacific Railroad.
Cincinnati, Hamilton and Dayton Railroad.
Cincinnati, Lafayette and Chicago Railroad.
Cincinnati, Richmond and Fort Wayne Railroad.

Cincinnati, Sandusky and Cleveland Railroad.
Cleveland, Columbus, Cincinnati and Indiana Railroad.
Cleveland, Mount Vernon and Columbus Railroad.
Cleveland and Pittsburg Railroad.
Columbus, Chicago and Indiana Central Railroad.
Concord Railroad.
Connecticut River Railroad.*
Cumberland Valley Railroad.
Dakota Southern Railroad.
Danville, Hazleton and Wilkesbarre Railroad.
Davenport and St. Paul Railroad.
Dayton and Union Railroad.
Delaware and Hudson Canal Company.
Denver and Boulder Valley Railway.
Denver Pacific Railway.
Denver and Rio Grande Railway.
Detroit, Eel River and Illinois Railroad.
Detroit, Lansing and Lake Michigan Railroad.
Detroit and Milwaukee Railroad.*
Dubuque South-Western Railroad.
Dunkirk, Allegheny Valley and Pittsburg Railroad.
East Pennsylvania Railroad.
Empire Transportation Company.
Erie Railroad.
Erie and Pittsburg Railroad.
Evansville and Crawfordsville Railroad.
Flint and Pere Marquette Railway.
Galveston, Harrisburg and San Antonio Railway.
Galveston, Houston and Henderson Railway.
Grand Rapids and Indiana Railroad.
Grand Trunk Railway.
Great Western Railway of Canada.
Green Bay and Minnesota Railroad.
Hannibal and St. Joseph Railroad.
Hanover and Gettysburg Railroad.
Hanover Junction Railroad.

Housatonic Railroad.
 Houston and Texas Central Railroad.
 Illinois Midland Railway.
 Indianapolis, Bloomington and Western Rail-
 way.
 Indianapolis, Peru and Chicago Railroad.
 Indianapolis and Vincennes Railroad.
 Jeffersonville, Madison and Indianapolis Rail-
 road.
 Junction City and Fort Kearney Railway.
 Kansas City, St. Joseph and Council Bluffs
 Railroad.
 Kansas Pacific Railway.
 Lake Erie and Louisville Railroad.
 Lake Shore and Michigan Southern Railroad.
 Lake Superior and Mississippi Railroad.
 Leavenworth, Lawrence and Galveston Rail-
 road.
 Lehigh Valley Railroad.
 Little Miami Railroad.
 Logansport, Crawfordsville and South-Western
 Railroad.
 Louisville, Cincinnati and Lexington Railroad.
 Louisville, Nashville and Great Southern
 Railroad.
 Louisville, Paducah and South-Western Rail-
 road.
 Macon and Brunswick Railroad.
 Mansfield, Coldwater and Lake Michigan
 Railroad.
 Marietta and Cincinnati Railroad.
 Marietta, Pittsburg and Cleveland Railway.
 Memphis, Carthage and North-Western Rail-
 road.
 Milwaukee, Lake Shore and Western Railroad.
 Mineral Point Railroad.
 Missouri River, Fort Scott and Gulf Railroad.
 Missouri, Kansas and Texas Railroad.
 Mobile and Ohio Railroad.
 Morgan's Louisiana and Texas Railroad and
 Steamship Company.
 Nashua, Acton and Boston Railroad.
 New Canaan Railroad.
 New Haven and Northampton Railroad.
 New Jersey Midland Railway.
 New Jersey Southern Railroad.
 New London Northern Railroad.*
 New Orleans and Mobile Railroad.
 New Orleans, St. Louis and Chicago Railroad.
 New York Central and Hudson River Rail-
 road.
 New York and New England Railroad.
 Northern Central Railroad.
 North Pennsylvania Railroad.
 North-Western Stage Company.
 Ohio and Mississippi Railway.
 Pennsylvania Company.

Pennsylvania Railroad.
 Pennsylvania and New York Canal and Rail-
 road.
 People's Line of Steamers.
 Philadelphia and Baltimore Central Railroad.
 Philadelphia and Erie Railroad.
 Philadelphia and Reading Railroad.
 Philadelphia, Wilmington and Baltimore Rail-
 road.
 Pittsburg, Cincinnati and St. Louis Railroad.
 Pittsburg, Fort Wayne and Chicago Railroad.
 Poughkeepsie, Hartford and Boston Railroad.
 Providence and Stonington Steamship Com-
 pany.
 Providence, Warren and Bristol Railroad.
 Richmond, Fredericksburg and Potomac Rail-
 road.
 Rome Railroad.
 Rome, Watertown and Ogdensburg Railroad.
 St. Joseph and Denver City Railroad.
 St. Louis, Alton and Terre Haute Railroad.
 St. Louis, Iron Mountain and Southern Rail-
 road.
 St. Louis, Kansas City and Northern Railway.
 St. Louis and South-Eastern Railway.
 St. Paul and Pacific Railroad (1st Division).
 St. Paul and Sioux City Railroad.
 St. Paul, Stillwater and Taylor's Falls Rail-
 road.
 Sandusky, Mansfield and Newark Railroad.
 Selma, Rome and Dalton Railroad.
 Sioux City and Pacific Railroad.
 Southern Central Railroad.
 South and North Alabama Railroad.
 Southern Minnesota Railroad.
 Springfield, Athol and North-Eastern Rail-
 road.
 Springfield and North-Western Railroad.
 Sussex Railroad.
 Toledo, Peoria and Warsaw Railway.
 Traverse City Railroad.
 Tuckerton Railroad.
 Vandalia Line.
 Vicksburg and Meridian Railroad.
 Washington and Ohio Railroad.
 Washington City, Virginia Midland and Great
 Southern Railroad.
 West Chester and Philadelphia Railroad.
 Western Railroad of Alabama.
 Western and Atlantic Railroad.
 Western Maryland Railroad.
 Western Union Railroad.
 West Jersey Railroad.
 Wilmington, Columbia and Augusta Railroad.
 Wilmington and Weldon Railroad.
 Wisconsin Central Railroad.

Bureau of
Transportation.

D. TORREY,

Chief of Bureau of Transportation.

PHILADELPHIA, January 15th, 1876.

A. T. GOSHORN,

Director-General.

Bureau of
Transportation.

(V.)

(No. 142)

Circular No. 142. UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION.

TO EXHIBITORS.

Reception of
articles.

1. *Reception of Articles.*—The general reception of articles at the Exhibition buildings will commence January 5th, 1876, and close on April 19th, 1876. Machinery and other heavy articles will be admitted as soon as the special foundations for them are prepared, and it is desirable that they should be in place prior to the reception of other exhibits.

Boxing.

2. *Boxing.*—In boxing goods for the Exhibition, screws should be used instead of nails.

Shipping
directions.

3. *Shipping Directions.*—Each package must be marked, "To the Director-General International Exhibition of 1876, at Philadelphia," and should be marked on two adjoining sides, giving the following information :—

Name of exhibitor.

Siding at which to be unloaded.

Specific location allotted to the exhibitor.

Weight of the package.

Total number of packages sent by the exhibitor.

Serial number of the particular package.

Within each package should be a list of articles and a copy of the outside directions.

Each package should contain only articles intended for a single department.

Explanatory
note.

NOTE.—To facilitate the delivery of packages so marked, there have been constructed within the Exhibition grounds several lines of railway. At convenient points on these lines are located sidings and platforms for the delivery of articles to be exhibited in the immediate vicinity. Each siding is designated by a number, and the address-label or tag on each article or package must give the number of the siding at which it is to be delivered. The address-label should also state the location in the building in which the article is to be exhibited, in accordance with the system for designating localities, as follows :—

Defining
location.

"Each column within the building will be lettered and numbered; the letters designating the lines of columns lengthwise from east to west, and the numbers the lines crosswise from north to south. Each exhibitor will have his location defined with reference to the nearest column, and the official directory of the building will give the positions according to this system."

Arrangement
with transporta-
tion companies.

4. *Arrangement with Transportation Companies.*—The exceptional arrangements made by the United States Centennial Commission with transportation companies do not in any way affect the regular rules of such companies in regard to the classification of goods or the conditions of receiving or transporting the same, except in requiring the prepayment of freight. The rates for transporting goods for the Exhibition will be obtained from the agents of the transportation companies at the place of shipment, and not at Philadelphia.

5. *Through bills of lading and advice of shipment made.*—Through bills of lading should be obtained, so that goods will, without any attention by the shipper, be sent direct to the Exhibition. They must show the precise route by which the articles or packages are to be transported, specifying in detail every road over which the freight is shipped, from the point of starting to Philadelphia, so that it may be returned by the same route as received. If forwarded by water, the line transporting it must be named. A duplicate copy of the bill of lading must be mailed by the shipper to the Chief of the Bureau of Transportation, United States Centennial Commission, Philadelphia, and letters of advice should also be forwarded, giving information of the shipments made, and full particulars in regard to articles of bulky dimensions or excessive weight.

Bureau of
Transportation.
Bills of lading.

6. *Terminal Services.*—The transportation, receiving, unpacking, arranging, repacking, and reshipping of the goods exhibited, also the storage and repair of empty cases, will be at the expense of the exhibitor.

Terminal
service.

7. *Terminal Charges.*—For the purpose of making a complete record of all exhibits admitted to the Exhibition, and to secure efficiency, order, and to dispatch in their reception and installation, all packages on arrival at the Exhibition enclosure will be received by the Chief of the Bureau of Transportation. They will then be unloaded and placed on the space allotted to the exhibitor; and at the close of the Exhibition they will, when repacked, be removed from the buildings. For this service, which the United States Centennial Commission will undertake especially for the accommodation of exhibitors, a terminal charge will be made, which will be as follows:—

Terminal
charges.

On each separate article or package weighing five hundred pounds or less, one dollar.

On each separate article or package weighing over five hundred pounds, twenty cents per one hundred pounds.

Articles weighing over ten thousand pounds, fragile articles, plate-glass, &c., and works of art, may be subject to an additional charge after arrival at the Exhibition, to cover the extra cost of handling, if any. There will be no terminal charge on exhibits of live stock.

Extra charges.

(See circular VI., dated April 5th, for additional particulars.)

8. *Empty Cases and Rates for Storage.*—The charge for removing, storing, and returning empty cases and packing material for exhibitors who request it will be as follows:—

Storage of empty
cases and rates.

For empty cases of dimensions twenty-seven cubic feet or less, fifty cents.

For empty cases of dimensions between twenty-seven and seventy-five cubic feet, seventy-five cents.

For empty cases of dimensions over seventy-five cubic feet, per cubic foot, one cent.

For box-boards, strapping, &c. (only received when securely fastened in packages)—

For packages weighing fifty pounds or less, fifty cents.

For packages weighing between fifty and seventy-five pounds, seventy-five cents.

For packages weighing over seventy-five pounds, per pound, one cent.

9. *Prepayment of Freight and Charges.*—Goods must be free from all charges incident to their transportation, when received at the Exhibition enclosure, and the terminal charge must be prepaid.

Payment of
freight and
charges.

Bureau of
Transportation.

Customs
regulations.

Neglected
packages.

Removal of
goods.

10. *Customs Regulations.*—The customs regulations issued by the Secretary of the Treasury of the United States, permit, after transportation entry has been made, the immediate transportation to Philadelphia of goods imported from foreign countries. They will be transported by bonded line from the port of arrival to Philadelphia, and delivered to the collector of that city, where warehouse entry is required in all cases. The customs regulations for these goods must be strictly complied with.

11. *Neglected Packages.*—If no authorized person is at hand to open and arrange the goods in the Exhibition building, they will be removed and stored at the cost and risk of whomsoever it may concern.

12. *Removal of Goods.*—The Exhibition will close the 10th of November, 1876. The removal of goods will not be permitted prior to that date, and must be completed before the 31st of December, 1876. Goods then remaining will be removed by the Director-General and sold for expenses, or otherwise disposed of, under the direction of the United States Centennial Commission.

Circular No. 107 is hereby canceled.

The Centennial Commission reserves the right to explain or amend these regulations, whenever it may be deemed necessary for the interests of the Exhibition.

D. TORREY,

Chief of Bureau of Transportation.

A. T. GOSHORN,

Director-General.

PHILADELPHIA, November 16th, 1875.

Notes.

NOTES ON CIRCULAR No. 142.

Section sixth.

SECTION SIXTH.—The regulations placing upon exhibitors all expenses of transporting, handling, unpacking, and repacking their goods, also of carting and storing their empty cases and packing material, are but a repetition of regulations issued for exhibitions held in London, Paris, and Vienna, and are indisputably equitable and proper.

Section seventh.

SECTION SEVENTH.—The policy adopted by the Commission in relation to the delivery and return of exhibits received, as its importance demanded, long-continued and thorough examination before its adoption. The expense of the whole service herein referred to has not been published in the reports of previous exhibitions, and indeed may not have been known, owing to the manner in which the service has been performed by the exhibitors, by commissioners, or by others.

Cost of terminal
service.

That the rates charged are not excessive, will be evident from an examination of the following data compiled from reports of previous exhibitions and other sources. Foreign rates are expressed in American currency—gold, one dollar and fifteen cents—and no allowance made for the higher cost of labor in this country.

Cost at London,
1862, and Paris,
1867.

In all cases goods have been taken into the Exhibition enclosure by railroad, water transport, cartage, or portage. Freight charges named by agents of transportation companies are usually for delivery at the established depots of the companies in the city where the exhibition may be held, and if delivery at the exhibition is asked, it has been paid for by an additional charge, whether the service has been by railroad or cartage. This additional charge was one dollar and forty cents per ton at London, in 1862, and one dollar and twenty cents per

ton in Paris, in 1867, with like charges for the return service at the close of the exhibitions.

Bureau of
Transportation.

The charge for the service of taking foreign goods from the vessel and delivering them at the exhibition in London, in 1862, was four dollars and ninety cents per ton, equal to nine dollars and eighty cents for receiving and returning them, and to which should be added, to complete the statement of the proper terminal cost, the expense of placing packages in the building where they were to be unpacked, and at the close of the exhibition removing them.

Cost of handling
foreign goods,
London, 1862.

The rate for removing goods and shipping them from the Vienna Exhibition, which sums doubled, to represent the cost of receiving as well as delivering goods, give results as follows:—

For articles or packages weighing—

	From 0 lbs. to 1650 lbs. per 100.	From 1650 lbs. to 3300 lbs. per 100.	From 3300 lbs. to 5500 lbs. per 100.	From 5500 lbs. to 7700 lbs. per 100.
Removing, weighing, loading, &c.	\$0.060	\$0.100	\$0.150	\$0.250
Office work, . . . . .	.075	.075	.075	.075
Total,	\$0.135	\$0.175	\$0.225	\$0.325
Doubled,	\$0.27	\$0.35	\$0.45	\$0.65

In the report made to the American Society of Civil Engineers, January 30th, 1875, by a committee appointed "to investigate the best means of rapid transit and of handling freight in and about the city of New York," it is stated that the terminal service of receiving, storing, and shipping the total receipts of domestic produce handled at New York, costs, according to the article, from one to ten dollars per ton, in a yearly business of nearly five million tons, and that the average expense is three dollars and seventy cents per ton. The expense of handling imported merchandise shipped through New York is stated by "The New York Cheap Transportation Association," in its report, page 35, to be over five dollars per ton.

Terminal costs
at New York.

This information is introduced to call attention to the great cost of terminal service which may exist with established trade, under circumstances not particularly exceptional; and considered in connection with the published records of previous exhibitions above referred to, and with the higher rate of pay for all kinds of labor in this country, as compared with Europe, justifies the terminal charge on exhibits as within a reasonable rate.

SECTION EIGHTH.—The charge for storing empty packing-cases, including the cartage of them to and from the place of storage, has been published as follows:—

Section eighth.

London, 1862.

For cases not exceeding in greatest dimensions 3 feet,	\$1 40
" " " 4 "	2 10
" " " 5 "	2 81
" " " 8 "	5 60

Charges for
storing cases,
London, 1862.

This scale of prices admits of a charge as high as over five cents per cubic foot, in the first instance, over three cents in the next, over two cents in the third, and over one cent in the last. The charge for cases larger than provided above was a subject for special contract.

Bureau of
Transportation.

Vienna, 1873.

Charges for
storing cases,
Vienna, 1873.

The scale of rates for storage was in detail, and averaged eight mills per cubic foot on the full list, being as high as two cents per cubic foot for small cases.

Section ninth,
payment of all
charges
necessary.

SECTION NINTH.—The requirement of prepayment of freight charges is to obviate the necessity of refusing to receive at the Exhibition goods which may arrive in the absence of the owner, and permits the exhibitor to so time his personal movements as to arrive at the Exhibition after his goods are delivered, ready for being unpacked. The positive relief from tedious and expensive waiting for them, which would otherwise be experienced by many exhibitors, will amply justify the provisions of this regulation.

CONCESSIONS IN RATES.

Concessions
in rates.

The conditions on which goods for the Exhibition will be transported by most of the transportation companies in the United States and Canada, are stated in the following copy of their letters announcing them :—

“This company will transport at regular rates all articles intended for exhibition at the International Exhibition of 1876, at Philadelphia, as well as all other articles forwarded by exhibitors for their own use in connection with the Exhibition, and will return unsold articles free. Freight and all charges to be prepaid in every case.”

To agents of
transportation
companies.

TO AGENTS OF TRANSPORTATION COMPANIES.

EXTRACTS FROM CIRCULAR NO. 144.

Manifests.

5. *Manifests*.—Original manifests should be made in duplicate, one copy of which must be mailed to the Chief of Bureau of Transportation, United States Centennial Commission, Philadelphia, and must show, in addition to the information customarily given in them, the siding number given in the address, also the amount of terminal charge paid on the shipment, and the precise routes by which transported, specifying in detail every road over which the freight is shipped from point of starting to Philadelphia, so that it may be returned by same route as received. If forwarded by water, the line transporting it must be named.

Certificates for
reshipment.

7. *Certificate for Reshipments*.—At the close of the Exhibition the Chief of the Bureau of Transportation will issue, when necessary, certificates showing what articles are unsold and are to be returned to the place of original shipment by the route over which transported to the Exhibition.

Instructions
issued by
General Freight
Agent
Pennsylvania
Railroad.

The General Freight Agent of the Pennsylvania Railroad gives the following instructions in a circular to agents and connecting lines :—

“Agents must pay no charges or expenses of any kind on goods for the Exhibition, but must in all cases require prepayment of the freight and transfer charges through to destination, and, in addition, the terminal expenses to be incurred at the Centennial Grounds, as provided for above.

“Where articles are of different weights in same shipment, the agent must be careful to collect the terminal charges on each package.

“The attention of shippers should be called to the importance of concentrating small articles into packages, in order to avoid the risk of loss or damage to small articles not properly boxed.

“No article will be received unless marked with the tags furnished to the

exhibitors by the officers of the Exhibition, and unless the above rules and regulations are strictly complied with, agents must refuse to receive the goods for transportation." Bureau of Transportation.

TRANSFER CHARGES AND DRAYAGE.

Transfer charges
and drayage.

The following extracts are from circulars issued by the companies named :—

PENNSYLVANIA RAILROAD.—The charge from West Philadelphia, Germantown Junction, North Pennsylvania Railroad Junction, Richmond Junction, Kensington, Frankford, Washington or Reed Street Wharves (on the Delaware), or from the depots of the Pennsylvania Railroad Company, in the city of Philadelphia, at which such freight may be received, will be ten dollars per car of twenty thousand pounds or less, on ordinary freights from such points to the Centennial siding, in addition to the terminal charge of the Bureau of Transportation of the International Exhibition, all of which must be prepaid, as well as the freight and charges from the point of shipment.

Pennsylvania
Railroad.

Extraordinary freight, weighing two tons or more, requiring the use of a crane or extra handling, will be cared for under the direction of the shipper or his agent; and any additional expense for such extra handling or transportation must be paid by said shipper or agent, in addition to the charges specified above.

This company is now prepared to receive local shipments from Philadelphia to the Centennial Exposition daily, at the depots of the Pennsylvania Railroad, Fifteenth and Market streets and Washington Street Wharf; and the charge from these depots to the Centennial siding will be—

For each package or lot weighing two hundred and fifty pounds or less, from one shipper to one exhibitor, fifty cents.

For lots weighing over two hundred and fifty pounds, and not too large or too heavy to be conveniently loaded in box freight cars, from one shipper to one exhibitor, twenty cents per one hundred pounds.

Articles too heavy or bulky to be conveniently loaded in box cars will be subject to a special charge, as provided for above.

The above freight must be prepaid.

CLYDE LINE.—*Transfer* charges from ship to the International Exhibition Clyde Line. will be as follows :—

Single package, weighing five hundred pounds or less, one dollar.

Packages or articles weighing over five hundred pounds and less than one thousand pounds, two dollars.

Articles or packages not extra heavy or bulky, in lots weighing one thousand pounds and upwards, twenty cents per one hundred pounds.

On shipments aggregating five thousand pounds and over, and made up of articles or packages each weighing one thousand pounds or less, ten cents per one hundred pounds.

For heavy freight an extra *transfer* charge will be made in addition to the above, as follows :—

Two thousand pounds and under three thousand pounds, five dollars.

Three thousand pounds and under four thousand pounds, seven dollars.

Four thousand pounds and under five thousand pounds, ten dollars.

Five thousand pounds and under six thousand pounds, twelve dollars.

Six thousand pounds and under seven thousand pounds, sixteen dollars.

Seven thousand pounds and over, thirty cents per one hundred pounds.

Bureau of
Transportation.

Boston and
Philadelphia
Steamship
Company.

BOSTON AND PHILADELPHIA STEAMSHIP COMPANY.—*Porterage* from steamer to Pennsylvania Railroad depot will be as follows—

For each package or shipment weighing two hundred and fifty pounds or less, twenty-five cents.

For each package or shipment weighing over two hundred and fifty pounds, and not too large or heavy to be conveniently handled, ten cents per one hundred pounds.

Transfer from Pennsylvania Railroad Depot to Centennial Sidings.

For each package weighing two hundred and fifty pounds or less, fifty cents.

For packages weighing over two hundred and fifty pounds, and not too large or too heavy to be conveniently loaded in box freight cars, twenty cents per one hundred pounds.

Articles too heavy or bulky to be loaded in box cars, or requiring the use of a crane or extra handling, will be cared for under the direction of the shipper or his agent, and any additional expense for such extra handling or transportation must be paid by said shipper in addition to charges specified above.

(VI.)

UNITED STATES CENTENNIAL COMMISSION—BUREAU OF
TRANSPORTATION.

PHILADELPHIA, April 5th, 1876.

TERMINAL CHARGES.

Terminal
charges.

All packages, on arrival at the Exhibition enclosure, are received by the Chief of the Bureau of Transportation. They are unloaded and placed on the space allotted to the exhibitor, and at the close of the Exhibition they will, when repacked, be removed from the buildings. For this service a terminal charge is made as follows:—

On ordinary
goods.

On each separate article or package weighing five hundred pounds or less, one dollar.

On each separate article or package weighing over five hundred pounds, twenty cents per one hundred pounds.

Articles weighing over ten thousand pounds, fragile articles, plate-glass, &c., and works of art, may be subject to an additional charge after arrival at the Exhibition, to cover the extra cost of handling, if any.

Local exhibits.

To relieve local exhibitors of unnecessary expense in packing their exhibits and show-cases, the terminal charge on full wagon loads to be delivered at one place will be twenty cents per one hundred pounds, irrespective of the size of packages, but each package must be tagged and marked with its weight. No load taken for less than one dollar.

Hand packages.

Packages brought in hand will be received at No. 4401 Elm avenue, subject to a charge of twenty-five or fifty cents, according to size.

Bulk goods.

On application to the Chief of the Bureau of Transportation, he is authorized to give special rates of terminal charges on full car loads of bulk goods for

delivery at one place. This is intended to cover exhibits of ore, lumber, drain-pipe, State collections in small parcels, &c.

Bureau of
Transportation.

Goods and material brought to the grounds by wagon, or otherwise than by railroad, must be reported at the office of the Bureau of Transportation, No. 4401 Elm avenue, where, after the terminal charge is paid, directions and permit for delivery will be issued.

D. TORREY,

Chief of Bureau of Transportation.

A. T. GOSHORN,

Director-General.

(VII.)

[No. 195.]

UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION. Circular No. 195.

NOTICE.

The following terminal charges specified in Section 7, circular No. 142, viz.:—
“On each separate article or package weighing five hundred pounds or less, one dollar; on each separate article or package weighing over five hundred pounds, twenty cents per one hundred pounds,” will not hereafter be required; and so much of said circular (142), and also of circular No. 144, requiring payment of the same by exhibitors, is hereby rescinded.

Canceling
terminal charges.

D. TORREY,

Chief of Bureau of Transportation.

A. T. GOSHORN,

Director-General.

PHILADELPHIA, April 10th, 1876.

(VIII.)

UNITED STATES CENTENNIAL COMMISSION.—BUREAU OF TRANSPORTATION.

PHILADELPHIA, June 27th, 1876.

SPECIAL NOTICE TO EXHIBITORS.

Terminal charges collected on goods received at the Exhibition will be refunded on and after July 5th, proximo, upon application, with authority to receipt for the same, at the office of the receiving cashier, Bureau of Transportation, Centennial Grounds, between the hours of ten A. M. and two P. M.

Refunding
terminal charges.

D. TORREY,

Chief of Bureau of Transportation.

Bureau of
Transportation.

(IX.)

[No. 144]

Circular No. 144. UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION.

To agents of
transportation
companies.

TO AGENTS OF TRANSPORTATION COMPANIES.

How goods are
to be marked.

1. *How Marked*.—Articles or packages shipped for the International Exhibition of 1876, at Philadelphia, must be marked as follows:—

*To the Director-General of the United States Centennial Commission,
International Exhibition of 1876, at Philadelphia.*

BUILDING, CLASS

Siding No.	Exhibitor,
Location,	Address,
No. of Application,	No. of Packages, { Serial,
Weight,	{ Total,
Pounds.	

Arrangements
for receiving
goods.

2. *Sidings and Platforms*.—To facilitate the delivery of packages so marked, there have been constructed within the Exhibition grounds several lines of railway. At convenient points on these lines are located sidings and platforms for the delivery of articles to be exhibited in the immediate vicinity. Each siding is designated by a number, and the address-label or tag on each article or package must give the number of siding at which it is to be delivered.

Freight charges.

3. *Prepayment of Freight and Charges*.—Goods must be free from all charges incident to their transportation when received at the Exhibition enclosure, and the terminal charge must be prepaid.

There will be no terminal charge on exhibits of live stock.

Terminal
charges.

4. *Terminal Charges*.—The terminal charge will be as follows:—

On each separate article or package weighing five hundred pounds or less, one dollar.

On each separate article or package weighing over five hundred pounds, twenty cents per hundred pounds.

Manifests.

5. *Manifests*.—Original manifests should be made in duplicate, one copy of which must be mailed to the Chief of Bureau of Transportation, United States Centennial Commission, Philadelphia; and must show, in addition to the information customarily given in them, the siding number given in the address, also the amount of terminal charge collected on the shipment, and the precise routes by which transported, specifying in detail every road over which the freight is shipped from point of starting to Philadelphia, so that it may be returned by the same route as received. If forwarded by water, the line transporting it must be named.

6. *Bills of Lading*.—Bills of lading must show the precise route by which the articles or packages are to be transported, specifying in detail every road over which the freight is shipped from the point of starting to Philadelphia, so that it may be returned by the same route as received. If forwarded by water, the line transporting it must be named. A duplicate copy of the bill of lading must be mailed to the Chief of the Bureau of Transportation, United States Centennial Commission, Philadelphia. Bureau of Transportation.
Bills of lading.

7. *Certificate for Reshipments*.—At the close of the Exhibition, the Chief of the Bureau of Transportation will issue, when necessary, certificates showing what articles are unsold and are to be returned to the place of original shipment by the route over which transported to the Exhibition. Certificates for reshipment.

Circular No. 130 is hereby canceled.

D. TORREY,

Chief of Bureau of Transportation.

PHILADELPHIA, November 16th, 1875.

A. T. GOSHORN,

Director-General.

(X.)

INTERNATIONAL EXHIBITION, 1876.—GENERAL ORDER No. 8. General Order No. 8.

RECEIPT OF EXHIBITS.

After Wednesday, June 14th, no goods for exhibition will be admitted to the Exhibition Grounds except articles for special displays provided for by the Agricultural and Horticultural Departments, such as live stock, fruit, vegetables, plants, &c. Final receipt of goods.

PHILADELPHIA, June 1st, 1876.

A. T. GOSHORN,

Director-General.

(XI.)

(No. 220.)

UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION. Circular No. 200.

TO EXHIBITORS OF LIVE STOCK.

1. The Live Stock display at the International Exhibition will be held within the months of September, October, and November, 1876; the periods devoted to each family being as follows:— Live-stock Exhibitions.

Horses, mules, and asses, from September 1st to 14th.

Dogs, from September 4th to 8th.

Horned cattle, from September 21st to October 4th.

Sheep, swine, and goats, from October 10th to 18th.

Poultry will be exhibited from October 27th to November 6th.

Bureau of
Transportation.

Shipping
directions and
regulations.

2. *Shipping Directions—Prepayment of freight and charges.*—Live stock must be free from all charges incident to its transportation, when received at the Exhibition enclosure, and each animal or crate must be marked with an official tag issued by the Chief of the Bureau of Agriculture.

3. *Arrangement with Transportation Companies.*—The exceptional arrangements made by the United States Centennial Commission with transportation companies do not in any way affect the rules of such companies in regard to the classification of goods, or the *conditions* of receiving or transporting the same, except in requiring the prepayment of freight. The rates for transporting goods for the Exhibition will be obtained from the agents of the transportation companies at the place of shipment, and not at Philadelphia.

Bills of lading.

4. *Through bills of lading and advice of shipment made.*—Through bills of lading should be obtained so that live stock will be sent direct to the Exhibition from the place of shipment. They must show the precise route by which the animals or crates are to be transported, specifying in detail every road over which they are shipped, from point of starting to Philadelphia, so that they may be returned by the same route as received. If forwarded by water, the line transporting them must be named. A duplicate copy of the bill of lading must be mailed by the shipper to the Chief of the Bureau of Transportation, United States Centennial Commission, Philadelphia; and letters of advice should also be forwarded, giving information of the shipments made.

Terminal
services.

5. *Terminal Services.*—The transportation, receiving, and reshipping of live stock exhibited, also the storage and repair of empty crates, will be at the expense of the exhibitor.

Storing empty
cases.

6. *Empty Crates and Rates of Storage.*—The charge for removing, storing, and returning empty crates and packing material for exhibitors who request it will be as follows:—

For empty crates of dimensions 27 cubic feet or less, 50 cents.

For empty crates of dimensions between 27 and 75 cubic feet, 75 cents.

For empty crates of dimensions over 75 cubic feet, per cubic foot, 1 cent.

For box-boards, strappings, &c. (only received when securely fastened in packages)—

For packages weighing 50 pounds or less, 50 cents.

For packages weighing between 50 and 75 pounds, 75 cents.

For packages weighing over 75 pounds, per pound, 1 cent.

Neglected stock.

7. *Neglected Stock.*—If no authorized person is at hand to take charge of stock in the Exhibition, it will be stalled at the cost and risk of whomsoever it may concern. At the close of each serial exhibition, all animals must be removed without delay, or they will be placed at board, at the expense of whomsoever it may concern.

The Centennial Commission reserves the right to explain or amend these regulations, whenever it may be deemed necessary for the interests of the Exhibition.

A. T. GOSHORN,

Director-General.

D. TORREY,

Chief of Bureau of Transportation.

PHILADELPHIA, August 14th, 1876.

(XII.)

(No. 237.) Bureau of Transportation.

Circular No. 237.

UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPORTATION.

TO EXHIBITORS.

1 *Removal of Exhibits.*—The Exhibition will close the 10th of November, 1876. The removal of goods will commence November 11th, and must be completed before the 31st of December, 1876, unless otherwise authorized by the Director-General. Goods then remaining without authority will be removed by the Director-General and sold for expenses, or otherwise disposed of under the direction of the United States Centennial Commission. Removal of exhibits.

2. *Condition of Goods for Removal.*—Articles or packages will be removed from the Exhibition buildings only on the written request of the commissioner, or the exhibitor or their authorized agent, to the Chief of the Bureau of Transportation, on the blanks prepared for that purpose. All packages must be in proper condition for shipment, marked with full directions, giving name, address of the consignee, the route by which to be shipped, and, when intended for exportation, the authorization of the customs authorities for the removal must first be obtained. Conditions for removal.

3. *Free Return Transportation.*—Most of the railroad companies in the United States having officially announced that they would "transport at regular rates all articles intended for exhibition at the International Exhibition of 1876, at Philadelphia, as well as all other articles forwarded by exhibitors for their own use in connection with the Exhibition, and would return unsold articles free," and it having been announced that "at the close of the Exhibition the Chief of the Bureau of Transportation will issue, when necessary, certificates showing what articles are unsold and are to be returned to the place of original shipment by the route over which transported to the Exhibition," exhibitors who expect to secure free return transportation for their goods must apply for such certificates at the office of the Bureau of Transportation, where proper blanks for the purpose will be furnished. These certificates will be issued to those exhibitors only who have furnished to the Chief of the Bureau of Transportation duplicate bills of lading, or like evidence of being entitled to them, as required by section 5 of Circular No. 142. Free return transportation.

4. *Removal of Small Packages and Unpacked Goods.*—Unpacked goods and packages to be transported otherwise than by railroad may be removed by exhibitors if vouched for by the superintendent of the building in which exhibited, and if, when removed from the ground, a permit for so doing is obtained to be shown to the gatekeepers. Small packages unpacked goods.

The Centennial Commission reserves the right to explain or amend these regulations whenever it may be deemed necessary for the interest of the Exhibition.

D. TORREY,

Chief of Bureau of Transportation.

A. T. GOSHORN,

Director-General.

PHILADELPHIA, October 28th, 1876.

Bureau of
Transportation.

(XIII.)

(No. 239.)

Circular No. 239.

UNITED STATES CENTENNIAL COMMISSION.—INTERNATIONAL
EXHIBITION, 1876, PHILADELPHIA.—BUREAU OF TRANSPOR-
TATION.

Burning of
empty packing-
cases.

SIR :—On the night of August 25th and morning of the 26th, four sheds con-
taining empty packing-cases belonging to exhibitors were totally destroyed by fire.
The records show that among these empty cases thus destroyed were some
belonging to you. This notice is sent to inform you of the event, and that the
Exhibition authorities are not responsible or liable for the losses or damages
incurred.

A. T. GOSHORN,
Director-General.

D. TORREY,
Chief of Bureau of Transportation.

PHILADELPHIA, October 30th, 1876.

(XIV.)

UNITED STATES CENTENNIAL COMMISSION.—BUREAU OF
TRANSPORTATION.

Form of check-
list for goods by
railroad.

CHECK-LIST OF GOODS RECEIVED (BY RAILROAD).

PHILADELPHIA :

Country,.....	Arrived,..... 1876.
Conveyance,..... from	Unloaded,.....
Car No.	Siding No.
Manifest No. ....	..... <i>Check Clerk.</i>

NOTE.—Should one car load include goods from more than one country, make the entries for each by themselves.
NOTE.—Use this blank for only one load of goods, whether arriving by car, cart, or porter.

EXHIBITOR.	Description of Goods.	Depart- ment.	Application.	Location.	Package, Nos.	Weight.	Receipts for Owners and Remarks.

(XV.)

Bureau of
Transportation

(FACE OF THE BLANK.)

INTERNATIONAL EXHIBITION, PHILADELPHIA, 1876.

NOTICE TO EXHIBITORS.

This manifest must be filled by the exhibitor or agent sending goods by any conveyance other than railroad, and one copy presented for each load forwarded, at the office of the Receiving Cashier of the Bureau of Transportation, No. 4401 Elm avenue, when it will be endorsed, admitting the goods to the Exhibition ground, with directions as to the exact place of delivery.

Form of check-
list for goods
by wagon.

Country,.....Date,.....1876.

Exhibitor,.....Application No.Dep't.....

LIST OF PACKAGES.			
No.	Weight. Pounds.	Dollars.	Cents.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
Tot 1,			

(ENDORSEMENT.)
DO NOT WRITE ON THIS PAGE.

Manifest No.

Exhibitor,

Address,

Conveyance,

Date,

TERMINAL CHARGES.

PACKAGES.	No.	Amount.
Under 500 lbs., . .		
Over 500 lbs., . .		
Special charges, .		
Additional Charges,		
Total Amount, . .		

Deliver at

The above charges

Receiving Cashier.

Bureau of
Transportation.

(XVI.)

Form of pass for
goods not subject
to terminal
charges.

THIS PERMIT TO BE TAKEN UP WHEN PRESENTED.

At

and returned by "Terminal" Men.

Building,

1876.

GUARDS—

Will permit bearer to deliver one load of

for

free of terminal charges, unless some

service is rendered. Weight,

Chief Bureau of

(XVII.)

Form of pass
for removing
goods.

THIS PERMIT TO BE TAKEN UP WHEN PRESENTED.

Not good after 1876.

GUARDS—

Will permit bearer to remove packages of goods
without the Exhibition Grounds.

No.

Chief Bureau of

(XVIII.)

[DUPLICATE.]

(No. 231)

Circular No. 231. INTERNATIONAL EXHIBITION, 1876.—BUREAU OF TRANSPORTATION.—UNITED STATES CENTENNIAL COMMISSION.

Form of
certificate for
free return
transportation.

PHILADELPHIA,

1876.

D. TORREY, ESQ., *Chief of Bureau of Transportation,*

DEAR SIR:—Please issue Return Transportation Certificate for

(Name of article),

(Application No.) (No. of packages,)

(Condition, boxed, in package, &c,)

Addressed, Name, Station,

Railroad, State,

To be shipped via

I do hereby certify that only the articles named above are included in this shipment, and that they were shipped to the Exhibition by said
from by the route named for their return; also, that the
ownership of the above-named goods has not been changed.

NOTE.—The above form was filled and signed by the exhibitor, and when verified in the Bureau of Transportation, was so endorsed by using a stamp, when it was recognized by the railroad agent.

Shippers will fill up this Invoice.

No. INVOICE.

CENTENNIAL STATION,

Philadelphia, 1876.

PENNSYLVANIA RAILROAD COMPANY,

RECEIVE AND FORWARD

(Subject to the conditions of this Receipt),

From

Marked

For

Shipper.

Shipper will fill up all the blanks on this Receipt.

(SPECIAL.)

PENNSYLVANIA RAILROAD COMPANY.

S. B. KINGSTON, General Freight Agent, Philadelphia.
EDWARD E. WILLIAMS, Agent, Centennial Station.Separate receipts must be sent for each lot of goods differently marked.
All freight must have the name of the Station at which it is to be delivered plainly marked on the packages and on this receipt.

No. CENTENNIAL STATION, 1876.

RECEIVED OF

MARKED :

to be transported to

delivered to

or order, upon the terms and according to the agreement as specified on the back of this receipt.

Agent.

Agents will receipt to terminus of road only.

PENNSYLVANIA RAILROAD COMPANY.

IT IS AGREED AND IS PART OF THE CONSIDERATION OF THIS CONTRACT :

1. That upon satisfactory evidence presented to this company that the goods herein specified have been on exhibition at the International Exhibition at Philadelphia, are unsold, and were transported to this city for the purpose of being sold, and that the regular rates of freight paid thereon, the same will be returned over the said railroads free excepting the actual cost which may be necessarily incurred in loading or unloading bulky or heavy articles.

2. That all goods received for transportation shall be properly packed and distinctly marked with the name of the consignee and the station where and to whom consigned.

3. That the Pennsylvania Railroad Company shall not be responsible for the decay or injury to perishable articles from heat or cold; deficiency of measurement on delivery of grain, feed, or other similar articles in bulk; or for any loss, injury, or damage from the dangers of railroad transportation, explosions, fire in stores, depots, or in transit, leakage, breakage, theft, or from any cause whatever, unless the same be proved to have occurred from the fraud or gross negligence of said company, or its servants; nor liable for any damage to glass, fragile articles, and to any other goods, which may be damaged or lost in transit, except in case of fire, or from any other cause. And when goods are intrusted to any other company or carrier for transportation to point of destination (which said Pennsylvania Railroad Company is hereby authorized to do), such company or carrier so selected shall be regarded exclusively as agent of the owner and as such alone liable; and the Pennsylvania Railroad Company shall not in any event be responsible for the negligence or non-performance of any such company or carrier; nor in any event shall the Pennsylvania Railroad Company be liable for any loss or damage unless the claim therefor shall be presented to them in writing, at the office of said company in Philadelphia, within five days after the time when said property has or ought to have been delivered. The goods transported, if found to be liable to a charge for freight, shall be subject to a lien—and may also be retained—for all arrearage of freight and charges due on other goods by the same consignee or owner. Freight to be paid upon the weight of goods as ascertained by the company's scales.

4. Storage will be charged on goods allowed to remain over twenty-four hours in the depots or warehouses of said company.

5. Articles coopered will be charged therewith.

6. Gunpowder, gun-cotton, friction matches, and like combustibles, are not received or transported under this contract.

7. Goods at private turnouts shall be at owner's risk until attached to and after they are detached from the train.

8. All articles will be at the risk of the owner at the several "way stations" and platforms where depot buildings have not been established by the company, from the moment such articles are delivered to the company.

9. The responsibility of the company under this bill of lading to commence upon the shipment of the goods from this station and to terminate upon arrival at the terminus herein receipted to, is performed by the company, the expense thereof will be charged and collected with the cost of transportation. It must be fully understood that the freight on all such articles will be charged according to their weight on the scales of the company.

10. On this bill of lading, the owner or consignee should find freight on goods entitled to free return erroneously charged and paid for carriage on the lines of railroad operated by this company in Philadelphia, and the same will be promptly returned by the company, upon receipt of a written statement of the matter, with evidence of their shipment having been made over the said lines, to GEORGE M. TAYLOR, Auditor Freight Receipts, Pennsylvania Railroad Company, Philadelphia.

Bureau of
Transportation.

ORDER

Philadelphia, 1876

Centennial Terminal Agency (Limited),

Please remove and ship cases

from (space) Application No.

Building, marked to

Name,

Address,

Route by which to be shipped,

Exhibitor,

By

NOTE.—The owner or shipper giving this order should be particular to direct reshipment to destination for the shipper's order, or to the transportation office at which the same were transported from point of shipment to Philadelphia, otherwise full freight will be charged thereon.

Bureau of
Transportation

(XX.)

1776.—INTERNATIONAL EXHIBITION, PHILADELPHIA.—1876.

CENTENNIAL BOARD OF FINANCE, No. 903 WALNUT STREET,
PHILADELPHIA, December 16th, 1876.

To the Exhibitors of the Centennial Exhibition:

Official notice to
remove goods.

At a meeting of the directors of the Centennial Board of Finance, the following resolution was adopted:—

Resolved, That notice be given to all exhibitors that their exhibits and other property must be removed from the Exhibition buildings on or before January 1st, 1877, and that the obligations of the United States Centennial Commission and Centennial Board of Finance, in relation to said exhibits and property, will cease on and after said date.

In pursuance of this resolution, you are hereby notified of this requirement, and are respectfully desired to comply with its instructions.

Respectfully, &c.,

FREDERICK FRALEY,
Secretary.

JOHN WELSH,
President.

(XXI.)

REPORT GOVERNING THE ISSUE OF CENTENNIAL EXCURSION
TICKETS, PUBLISHED BY THE GENERAL PASSENGER AND
TICKET AGENTS' ASSOCIATION, FEBRUARY 9TH, 1876.

Regulation for
the issue of
Centennial
excursion
tickets.

1. Round-trip tickets to New York, good for thirty days, going and returning by the same route, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at a reduction of not more than twenty-five per cent. from convention rates.

2. Round-trip tickets to Philadelphia, good for thirty days, going and returning by the same route, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at one dollar less than the round-trip rates to New York.

3. Round-trip tickets to Philadelphia via New York, good for thirty days, going and returning by the same route, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at one dollar more than the round-trip rates to New York.

4. From the territory east of Detroit, Toledo, Cleveland, Crestline, Columbus, and Cincinnati, the basis of reduced rates and the limit for round-trip tickets shall be fixed by the trunk lines and connections, and from competitive points

between the trunk lines in said territory the rates to Philadelphia via New York shall be two dollars more than the rates to Philadelphia by the direct or short line. Bureau of Transportation.

5. That all terminal lines be requested to issue excursion or tourists' tickets from Philadelphia, New York, Baltimore, and Washington to western and southern points and return, at same rates and under same restrictions as govern east-bound excursion business.

6. That all rail lines make a reduction of not less than twenty-five per cent. upon convention rates for round-trip tickets,—such tickets to be good for passage not more than thirty days from date of issue.

7. That in addition to round-trip tickets going and returning by same route, tickets be issued by one route to return by another route, at such points as will best serve the convenience of visitors to the Exhibition.

8. Considering the wide extent of territory traversed by American railways, much of it is but thinly populated, the moderate rate already established by schedule, and the liberal reductions now extended especially for the benefit of visitors to the Exhibition, that the rates hereby established be uniformly required from individual passengers or from considerable bodies of visitors traveling together, whether organized or not.

9. That tickets with a tinted face, the subject-matter of which shall be uniform by all lines outside of trunk lines, and in accordance with the form of tickets submitted herewith, and that the date of issue be made to appear plainly, in ink, on the face of each contract, in addition to the stamp on the back; such lines as deem it necessary to provide for the signature of the purchaser.

10. That if any road shall make any less rates than those established and agreed upon for this Centennial business, all lines represented in this Association shall refuse to accept the tickets of any such road.

11. That the regular excursion tickets be placed on sale not earlier than May 1st, and be continued until the thirty-first day of October.

12. That it is the sense of this Association that no line can issue excursion tickets unless they participate in the reduction upon the basis established.

13. That the basis of rates for round-trip tickets, going by one route and returning by another, shall be at similar reductions as is made on tickets going and returning by the same route.

These resolutions were amended March 18th, 1876, by circular, as follows:—

“All lines in the territory west of Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati (including tickets from these points), and south of the Ohio river, to print their Centennial excursion tickets to Philadelphia and New York, so that they will be valid for passage sixty (60) days from date of sale; also, that half Centennial excursion tickets be sold at one-half of the agreed excursion rates, for use by children between the ages of five and twelve years.” Amendments.

And supplemented, at a meeting held in New York, March 8th, 1876, by a decision, “that from the territory east of Detroit, Toledo, Cleveland, Crestline, Columbus, and Cincinnati, and west or north of (including) Binghamton, Elmira, Corry, Pittsburg, Wheeling, and Parkersburg, excursion tickets to Philadelphia and New York be made good for thirty days from date of issue; that a reduction Supplement.

Bureau of
Transportation.

be made of not more than twenty-five per cent. from convention rates to Philadelphia, for round-trip tickets, via direct routes; that the rates on tickets to Philadelphia, via New York, returning by the same route, be two dollars more than the rates to Philadelphia by the direct or short line; and that the rates on tickets to Philadelphia, via New York, and returning via a direct or short line, and *vice versa*, shall be one dollar more than the rates by a direct or short line to Philadelphia."

Final
supplement.

And further supplemented, at a meeting held in New York, September 9th, 1876, when it was determined that from September 15th the rates for round-trip Centennial tickets be reduced to the sum of the present cut rates, both ways, maintaining the established discrepancy between tickets to Philadelphia direct and those via New York; that all such tickets be stamped void after November 30th; that lines west and south-west of St. Louis and Chicago shall make a reduction of 35 per cent. from regular rates; and that lines south of the Ohio river make a reduction of 25 per cent. from such rates as previously determined.

(XXII.)

First Treasury
regulations to
govern the
importation of
exhibits.

REGULATIONS GOVERNING THE FREE IMPORTATION OF GOODS
FOR THE INTERNATIONAL EXHIBITION OF 1876, AT PHILA-
DELPHIA.

TREASURY DEPARTMENT,
WASHINGTON, D. C., October 3d, 1874.

An act of Congress approved June 18th, 1874, entitled "An act to admit free of duty articles intended for the International Exhibition of 1876," provides as follows:—

Act of Congress.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all articles which shall be imported for the sole purpose of exhibition at the International Exhibition to be held in the city of Philadelphia in the year 1876, shall be admitted without the payment of duty or of customs fees or charges, under such regulations as the Secretary of the Treasury shall prescribe: *Provided,* That all such articles as shall be sold in the United States or withdrawn for consumption therein at any time after such importation shall be subject to the duties, if any, imposed on like articles by the revenue laws in force at the date of importation: *And provided further,* That in case any articles imported under the provisions of this act shall be withdrawn for consumption, or shall be sold without payment of duty as required by law, all the penalties prescribed by the revenue laws shall be applied and enforced against such articles and against the person who may be guilty of such withdrawal or sale."

In pursuance of the provisions of this act the following regulations are prescribed:—

Form of entry.

First.—No duty or customs fees or charges being required on any such importations, a new form of entry is prescribed, which will be employed in all cases at the port where such goods are received.

Second.—The ports of New York, Boston, Portland, Me., Burlington, Vt., Suspension Bridge, N. Y., Detroit, Port Huron, Mich., Chicago, Philadelphia, Baltimore, Norfolk, New Orleans, and San Francisco, will alone constitute ports of entry at which importations for said Exhibition will be made free of duty. Bureau of Transportation.
Ports of entry.

Third.—All articles designed for such Exhibition must be forwarded, accompanied by an invoice or schedule of the numbers, character, and commercial value of each shipment, which statement shall be attested before a consul of the United States, or a civil magistrate of the country in which they are produced or from which they are shipped to the United States. Such verified bill of contents and values will be transmitted in triplicate, one copy to the collector of customs at the port where it is desired to make entry, which will be retained for the files of his office; one copy to some duly authorized agent, either of the owners, or of the foreign commission of the country from which shipment was made, which agent must in all cases be recognized by the Director-General of the Exhibition who will, by virtue of that authority, verify the goods and make entry; and one copy to the collector at the port of Philadelphia; and all packages and enclosures containing goods destined for such Exhibition must be plainly and conspicuously marked with the words, "For the International Exhibition of 1876, at Philadelphia." Invoices.

Fourth.—All goods arriving so marked and represented, either at the time of arrival or at any time while remaining in the custody of the collector of customs at the port of arrival on general order, will, when entered at the port of arrival, be delivered without examination to such recognized agent or agents, to be by him or them forwarded from the port of arrival by bonded line of transportation to Philadelphia, there to be delivered to the custody of the collector of that port. Immediate transportation.

Fifth.—Entry for warehouse will be made for all such transported packages on arrival at the said port of Philadelphia, and original entry for warehouse will be made of all goods directed by first shipment to Philadelphia. Warehouse entry having been made, the packages will be held in the custody of the said collector until the Exhibition building, or some building erected by and in the custody of the officers controlling the said Exhibition, and suitable for secure custody as a warehouse under the authority of the United States, is ready to receive them. Warehouse entry.

Sixth.—Separate and complete records of all packages so transmitted and received by the collector at Philadelphia will be made by the storekeeper at the port of Philadelphia in a book prepared for the purpose, in which will be entered, so far as known, the owner's name, the agent's name representing the articles, the country from which shipped, the date of such shipment, the name of the importing vessel, and the date of arrival, the general description and value of the goods, and the specific marks and numbers of the packages. Such record will also be kept in duplicate by a special inspector of customs who, under the direction of the Secretary of the Treasury, shall be appointed to identify, forward, and care for packages so properly marked, and intended in good faith for the Exhibition, but which may not be properly represented by an owner or agent. Records.

Seventh.—When the said Exhibition building, or a warehouse suitable for secure custody of articles intended for the Exhibition, duly authorized for receiving bonded goods, shall be ready to receive articles then in the custody of Permits to place goods in the Exhibition.

Bureau of
Transportation.

the collector of the port of Philadelphia, descriptive permits, in duplicate, shall be issued by the said collector to the storekeeper of the port, directing the delivery of packages as required by the owner or agent, or by the officers of said Exhibition,—one copy of which permits shall be preserved by the said storekeeper, the second copy to be delivered with the goods to a proper officer of the customs stationed at the said Exhibition building or warehouse, to be there kept as a record of goods entered for such Exhibition in addition to the duplicate required to be kept in a book of proper forms as before referred to. And all packages shall be opened in presence of an officer of the customs, who shall verify the contents from and upon such descriptive list, correcting and completing it as the facts may require.

Irregular
importations.

Eighth.—In case of receipt by the collector at Philadelphia of packages imperfectly described or verified, or in regard to which information may be received questioning the good faith of the persons forwarding the same, the said collector may direct an examination, in proper form, for the purpose of determining the question, and if, on conference with the Director-General, the goods are found to have been forwarded not in good faith for said Exhibition, they will be charged with duty according to their value and classification, and held by the said collector, subject to appeal to the Secretary of the Treasury, to await proper claim and payment of duty by their owners.

Charges on
goods.

Ninth.—All charges for transportation, drayage, and freight, accruing on goods arriving for said Exhibition, will be required to be paid by the owner or agent at the time of their delivery into the custody of the collector of customs at Philadelphia, or if on packages of small bulk or weight, not accompanied by the owner or agent, or consigned to a foreign commissioner, and not exceeding five dollars in amount, will be charged against the goods as so delivered into the custody of the collector at Philadelphia, to be paid with other charges subsequently accruing before the permit is issued for their delivery to the Exhibition building; and on all packages exceeding fifty pounds in weight, half storage, as provided by regulation for the storage of ordinary merchandise in the public warehouse at the port of Philadelphia, will be charged against the goods received and stored therein from the time of receipt to the time of delivery to the Exhibition building. No fees for entry, permit, or other official act, and no duties will be charged upon or against such packages until after their withdrawal from such Exhibition, for sale, at its close, or during its continuance.

Withdrawal of
goods for sale.

Tenth.—All articles received and entered at such Exhibition in the manner hereinbefore provided may, at any time consistently with the regulations controlling said Exhibition, be withdrawn for sale or delivery to other parties than the owner or agent concerned in their importation, on payment of the duties properly accruing on said goods according to the laws in force at the time of the importation thereof; and for the purpose of assessment and determination of such duties, and for proper identification of the articles, an officer of the appraiser's department of the port of Philadelphia shall be detailed to make due examination of the articles so withdrawn or sold, verifying them by the record of their introduction, and charging upon a proper form, to be prepared for such purpose, the said rate and amount of duty; and on payment of the duty so charged, but without fee or other expenses, the owner or agent shall receive a permit for their removal from the Exhibition.

Duties.

Eleventh.—Articles designed to be returned to the foreign country from which the same were imported, or to be removed from the United States, will, at the close of the Exhibition, or at such time as shall be directed by the officers of such Exhibition, be verified by the customs officer in charge at the Exhibition, re-enclosed, duly marked, and forwarded, under permit of the collector at Philadelphia, to any other port for export, or may be directly exported from Philadelphia. Export entries for such use will be prepared, corresponding to the import entries under which the goods were originally received.

Bureau of
Transportation.

Export entries.

Twelfth.—A special inspector of customs will, under the direction of the Secretary of the Treasury, report at intervals to the collectors of the ports of Philadelphia and of New York, or of such other ports as he may be directed to visit, for the purpose of applying the regulations herein provided.

(Signed) B. H. BRISTOW,
Secretary.

(XXIII.)

THE FREE IMPORTATION OF GOODS FOR THE INTERNATIONAL
EXHIBITION OF 1876, AT PHILADELPHIA.

Second Treasury
regulations to
govern the
importation of
exhibits.

TREASURY DEPARTMENT, November 1st, 1875.

An act of Congress, approved June 18th, 1874, entitled "An act to admit free of duty articles intended for the International Exhibition of 1876," provides as follows:—

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all articles which shall be imported for the sole purpose of exhibition at the International Exhibition, to be held in the city of Philadelphia, in the year 1876, shall be admitted without the payment of duty or of customs fees or charges, under such regulations as the Secretary of the Treasury shall prescribe: *Provided,* That all such articles shall be sold in the United States or withdrawn for consumption therein, at any time after such importation, shall be subject to the duties, if any, imposed on like articles by the revenue laws in force at the date of importation: *And provided further,* That in case any articles imported under the provisions of this act shall be withdrawn for consumption, or shall be sold without payment of duty as required by law, all the penalties prescribed by the revenue laws shall be applied and enforced against such articles and against the person who may be guilty of such withdrawal or sale."

Act of Congress.

In pursuance of the provisions of this act the following regulations are prescribed:—

1. No duty, fees, or charges for customs service will be exacted on any such importations, except in case of entry, as provided by Article XIV. of these regulations.

No duty or fees.

2. The ports of Portland, Me., Boston, New York, Philadelphia, Baltimore, New Orleans, and San Francisco, on the seaboard, and St. Alban's, Rouse's

Ports of entry.

Bureau of
Transportation.

Point, Suspension Bridge, Buffalo, Detroit, Port Huron, and Chicago, as ports on the northern frontier, will constitute the only ports of entry at which such importations may be made.

Invoices.

3. Goods destined for such Exhibition imported through the above-named frontier ports may be forwarded in the same manner as now allowed by law and regulations for other importations.

4. Invoices showing the marks, numbers, character, quantity, and foreign market value of articles intended for such Exhibition shall be authenticated by the hand and official seal of the commissioner of the International Exhibition appointed by the government of the country from which such articles are imported, and shall be made in triplicate and forwarded,—one copy to the collector of customs for the port at which it is intended such articles shall enter the United States, one copy to the collector of customs for the port of Philadelphia, and one copy to the consignee or agent of the shipper. In case it shall be impracticable to obtain the authentication of a commissioner under official seal, verification by a consular officer of the United States may be accepted instead. (Page 126.)

5. All packages containing such articles must be conspicuously addressed to the "Director-General of the International Exhibition of 1876, at Philadelphia."

Immediate
transportation
entry and
permit.

6. Upon the arrival at any of the above-named ports, except New Orleans and San Francisco, of packages so marked and containing articles intended for such Exhibition, duplicate entry thereof, in form to be prescribed, may be made by the consignee or agent thereof, for immediate transportation to Philadelphia, by a duly authorized bonded route, but transportation bond will not be required.

7. The entry having been compared with the invoice received from the commissioner, found correct, and numbered and registered in a book provided for that purpose, the collector will issue a special permit for the transfer of such packages from the importing vessel to the cars for transportation, care being taken to fully identify the packages by the marks and numbers as described in the bill of lading, entry, and invoice, and will transmit the entry to the surveyor with proper directions for shipment.

8. Such transfer must be made by bonded cart or truck, and the packages must be accompanied by a customs officer detailed for that purpose, from the time they are removed from the importing vessel until they are placed upon the cars for transportation, and such officer will be required to superintend the lading and secure the cars by customs lock and seal.

Manifest.

9. Triplicate manifests for each car so laden, showing the marks, numbers, &c. of such packages as described in the entry, will be prepared and signed by the proper agent of the railroad company by whom such articles are to be transported. Each of said manifests will be certified as correct by the shipping inspector, who will deliver one manifest to the conductor or agent of the railroad company, and return the other two with the entry, also certified by him, to the collector. (Page 130.)

10. The entry having been duly registered and certified, as hereinbefore required, the collector will transmit the same by mail, with the invoice, bill of

lading, and manifest, to the collector of customs at Philadelphia, the duplicate manifest to be retained on the files of the custom-house at the port of entry.

Bureau of
Transportation.

At ports where there is a naval office the entries for transportation will be made in triplicate—one copy for the files of that office, one for the collector's office, and one for transmittal, as above required, to Philadelphia.

11. Upon the arrival of the cars containing such articles at the Exhibition buildings at Philadelphia, the conductor or agent of the railroad company will report such arrival by the presentation of the manifest to the customs officer designated to receive such manifests, who shall compare the same with the copy received by mail, and superintend the opening of the cars, taking care to identify the packages by marks and numbers as described in the manifests. In case of the non-receipt of the manifests, the unloading of the cars shall not, for that reason, be delayed, but the invoice will be used to identify the packages.

Unloading cars.

12. Immediate notice of such arrival of the goods shall be given by the collector of customs at Philadelphia to the collector of the port from which such articles were shipped, and such notice will be numbered to correspond with the entry, and the date of its receipt recorded in the register of entries prescribed to be kept at ports where entries for transportation are made. The packages will be retained in the custody of the customs officers at the Exhibition building, unopened, until special entry for warehouse, in form to be prescribed, is made by the owner, consignee, or agent authorized to make entry, but no warehousing bond will be required. (Page 127.)

Warehouse
entry.

13. Upon the completion of the special warehouse entry the packages will be opened and due examination and appraisal of the contents, with proper allowance for damage sustained on the voyage of importation, if any, will be made by the appraiser at the Exhibition buildings, which shall, for that purpose, be regarded as a public store. The appraiser will be furnished with the invoice of the articles to be appraised, and will endorse his report of appraisal and his allowance for damage, if any, upon such invoice in like manner as if such articles were regularly entered for consumption or warehouse. No allowance for damage, however, exceeding fifty per cent., will be made without the approval of the department. The entry will then be liquidated, the full amount of duties ascertained, and the whole transaction entered upon a record to be provided for that purpose.

Appraisal of
exhibits.

14. The articles may then be placed in the position provided for their exhibition, but will remain under the custody and control of the customs officers, and will not be removed from the place assigned without a permit from the collector of customs or the officer who may be designated to grant such permit. In no case will such articles be removed from the Exhibition building, or released from the custody of the customs officers, unless the same shall have been regularly entered at the custom-house in Philadelphia for consumption, warehouse, or export.

Custody of
customs officers.

15. In case of exportation of such articles, existing regulations requiring exports to be made in original packages will be waived.

16. Entry of articles designed for such Exhibition arriving at the ports of San Francisco or New Orleans must be made in the manner now prescribed by law and regulations on the importation of dutiable merchandise, either for warehouse

Ports of San
Francisco and
New Orleans.

Bureau of
Transportation.

and immediate transportation in bond, or for immediate transportation without appraisement. Upon the arrival of such articles at Philadelphia they will be received into the custody of customs officers (whose certificate to that effect, in the form to be prescribed, shall be sufficient to cancel the transportation bond), and thereupon special entry for warehouse without bond may be made as provided by these regulations.

Port of
Philadelphia.

17. When such articles arrive at Philadelphia by vessel direct from a foreign country, the entry for transportation will not be required, but a special entry for warehouse, in the manner hereinbefore provided, may be made, whereupon a special permit will be issued for the transfer of the articles from the importing vessel to the cars for transportation from the vessel direct to the Exhibition buildings; and the same proceedings as to identification of the articles, their transfer from the vessel to the cars, the preparation of manifests, and the careful and continuous supervision by a customs officer over the whole transaction, will be required as at other ports. (Pages 127 and 128.)

18. Upon the arrival of such cars at the Exhibition building, after special warehouse entry of the packages is made, they will be opened and the contents of the packages examined and appraised as hereinbefore provided.

19. The special forms of entries, permits, manifests, and records to be used under these regulations will be prepared and furnished by the Treasury Department.

20. Collectors of customs will report to the Secretary of the Treasury any case relating to an importation for such Exhibition in which they may regard these regulations as insufficient to secure the interests of the revenue, and special instructions will be given for their guidance in such case.

21. The regulations heretofore issued under date of October 3d, 1874, and May 18th, 1875, are hereby superseded and annulled: *Provided, however,* That no rights or interests heretofore acquired thereunder shall be affected to the injury of the parties concerned.

B. H. BRISTOW,
Secretary.

COLLECTORS OF CUSTOMS AND OTHERS.

(XXIV.)

TREASURY DEPARTMENT, November 22d, 1875.

Decision of
Secretary of the
Treasury.

* * * * *

Double duties
not exacted.

1. No duties will be levied on watches or scientific instruments already taxed, which shall be withdrawn for exhibition from the depots, in the United States, of Swiss manufacture; nor will the customs officers generally assume charge of any goods not imported for exhibition. Such taxed goods will be

admitted to the Exposition under the rules of the Centennial Commission, which rules this department does not control. Double duties will not be exacted, whether goods shall be sold or returned to "their respective *depots* in the United States," neither will duties already *paid* on importations be refunded on their exportation to a foreign country.

Bureau of
Transportation.

Duties paid not
refunded.

2. In the event of the loss by theft of articles which have been entered for exhibition, the importer or owner will be responsible, primarily, for the duties thereon; but on a proper representation of the facts in writing to this department, payment of the duties will be waived, if the circumstances appear to justify such action. Should collectors of customs consider the regulations already established insufficient to protect the revenue which may accrue on small and valuable articles, they are required by Article XX. of said regulations to report the case to this department for special instructions.

Articles stolen.

3. Invoices of articles intended for exhibition will be authenticated by the Swiss commissioner, or by a consular officer of the United States, in the manner provided for in Article IV. of the circular of this department of the 1st instant, a copy of which, containing the regulations above referred to, is enclosed herewith.

4. The deterioration of perishable goods, and the consumption of articles as samples during the Exhibition, will be made the subject of special consideration by this department, with a view to the relief of the owner from the payment of duties, on the receipt of a report from the collector of customs at Philadelphia establishing the facts.

Perishable
goods and
samples.

5. Show-cases will be admitted free, as accessories to the Exhibition; but if sold, will become subject to duty.

Show-cases.

6. If a difference be found to exist in the quantity of goods entered at the custom-house and that eventually exported or withdrawn at the close of the Exposition, action will be taken as mentioned in the paragraphs of this letter numbered 3 and 5. It is not contemplated that duties shall be levied, except on goods which have actually entered into consumption in this country; and the Treasury Department will take pleasure in relieving exhibitors of all burdens not indispensable to the protection of the revenue.

Duties only on
goods actually
consumed.

* * * * *

B. H. BRISTOW,
Secretary of the Treasury.

(XXV.)

CENTENNIAL EXHIBITION.

TREASURY DEPARTMENT, December 1st, 1875.

SIR:—The question having been presented for the decision of this department by A. T. Goshorn, Esq., Director-General of the International Exhibition of 1876, as to how far foreign governments acting as exhibitors at the Exhibition will be

Foreign
governments as
exhibitors.

Bureau of
Transportation.

expected to conform to the customs regulations respecting invoices and entry of articles to be exhibited by them, I have the honor to request you to inform him that in case the articles intended for exhibition are government property, used solely for government purposes and not intended for sale in this country, they will be admitted to entry upon a certificate to that effect by the commissioner for the International Exhibition of the government to which such property belongs, and the usual oaths will be waived.

Articles owned and exhibited by foreign governments, not embraced in the above description, will be subject to the rules prescribed for similar importations by private individuals.

I have the honor to remain, sir, your obedient servant,

CHARLES F. CONANT,

Acting Secretary.

HON. Z. CHANDLER,

Secretary of the Interior, Washington, D. C.

(XXVI.)

DAMAGE APPRAISEMENTS.

Appraisal of
damaged goods.

When exhibitors have completed the opening of their packages, the commissioners from the country to which they belong are requested to cause to be made out, without delay, a list of the articles broken or claimed to have been otherwise damaged during the voyage of importation, and file the same in the office of the appraiser of customs, who will detail a board of examiners to determine the extent of the damage sustained. Said list must set forth, in separate and distinct terms, name of the exhibitor, marks and numbers of the case, name of the article damaged, and the country to which the exhibitor belongs. Blank forms for this purpose will be supplied upon application at the appraiser's office.

E. B. MOORE,

U. S. Appraiser.

April, 1876.

Allowance for
damage or
depreciation of
goods.

Under date of September 7th, 1876, when asked if a reduction of duties would be allowed at the close of the Exhibition on articles exhibited therein that have been injured by exposure or soiled by handling, and thus depreciated in value, the Assistant Secretary of the Treasury replied, that by law (Section 2984, R. S.) which applies to goods in the Exhibition buildings, "Allowance for damage or depreciation shall be made on goods deposited in bonded warehouse or public store *only* when occasioned by accidental fire or other casualty." And that the power of granting such relief was vested exclusively in the Secretary of the Treasury.

(XXVII.)

Bureau of
Transportation.SPECIAL REGULATIONS FOR THE DISPOSITION OF FOREIGN
GOODS DURING AND AT THE CLOSE OF THE INTERNATIONAL
EXHIBITION.1876.
DEPARTMENT No. 72.
SECRETARY'S OFFICE.TREASURY DEPARTMENT,
WASHINGTON, D. C., June 1st, 1876.

The following regulations concerning the disposition of foreign goods imported for the International Exhibition, prescribed under and by virtue of the powers vested in the Secretary of the Treasury by the act of June 18th, 1874, are published for the guidance of all concerned:—

Treasury
regulations for
the disposition of
foreign goods at
the Exhibition.

1. Each foreign exhibitor will be required to prepare a complete list or schedule of all his exhibits as soon as possible after the same are placed in position, giving a specific description of each article, and the value thereof. Such list or schedule will be filed with the customs officer in charge at the Centennial buildings.

List of goods.

Upon the receipt of such schedule, a careful verification of the same will be made by comparison with the goods on exhibition, and all goods reported by the exhibitor as intended for sale will be examined, appraised, and the value thereof reported by the appraiser.

Appraisal.

All duplicate articles, and other goods, wares, and merchandise found in possession of foreign exhibitors, not placed in position for exhibition, must be immediately entered for consumption or warehouse in the same manner as required for ordinary importations. Such goods must be repacked in the presence of a customs officer, in the manner hereinafter described, and either securely fastened with customs seals or removed from the Exhibition buildings without unnecessary delay. In case of failure to make due entry of surplus articles, as above required, such articles will be taken possession of by the collector, and sent to the public store as unclaimed goods.

Entry of goods
not exhibited.

2. Exhibitors desiring to make sales with immediate delivery during the Exhibition, are required, as a preliminary to the exercise of such privilege, to pay or secure duty on all articles offered for sale, and to make proper entry thereof. Such entry may be, at the option of the exhibitor, either for consumption or warehouse. If for consumption, the duties will be duly ascertained and paid at the time of entry, and a permit issued for the delivery of the goods embraced in such entry. If for warehouse, the usual bond, with sufficient sureties, must be given, and duties will then be payable on a withdrawal entry, at which time the permit for delivery will be issued. (Page 132.)

Sales entry and
permit.

All articles intended for sale and entered for warehouse, must be kept under customs seals until withdrawn for payment of duties, and no goods will, under any circumstances, be delivered to purchasers until after the proper permit shall have been issued.

Goods on which duties shall have been paid, and which, at the close of the Exhibition, remain unsold, may be withdrawn for exportation with benefit of drawback in the usual manner.

Exportation of
goods.

3. At the close of the Exhibition, all goods intended to be returned to foreign countries must be packed under the supervision of customs officers, who will

Packing goods
for export.

- Bureau of Transportation. carefully check off from the schedule referred to in section 1 all articles so packed, and will cord and seal the package when closed.
- Transportation and export entry. A special entry for transportation and export, in form to be prescribed by the department, will be made by the exhibitor or his agent, or by the commissioner representing the country from which the goods were imported, in which entry the packages will be described by marks, numbers, contents, and values, and a permit for exportation will be issued by the collector and countersigned by the naval officer. The packages will then be laden upon the cars for transportation to the exporting vessel, under the supervision of the customs officers, who will see that each car is securely fastened with customs locks or seals. Triplicate manifests for each car so laden, describing the packages by marks and numbers, will be prepared and signed by the proper agent of the railroad company,—one of which will be forwarded by mail to the collector or other customs officer at the port or destination of the car, one will be sent with the car, and the third will be returned to the custom-house by the shipping officer, with his report of lading.
- Manifests.
- Transferring goods from cars to vessels. 4. Upon arrival of the cars at the place for shipment on board the exporting vessel, the locks or seals will be broken and the packages carefully compared and checked out from the manifest by a customs officer. If the car appears to have been tampered with, or any package is missing, the entire car-load will be detained and the case reported to the collector for investigation.
- Should it be necessary to transfer the packages from the cars to vessels by carts or drays, bonded carts must be employed, the customary dray receipts used, and the packages kept under the continuous supervision of customs officers from the time the same are unladen from the cars until they are placed upon the export vessel.
- Special entry not applicable. 5. The exportation of Exhibition goods in the manner above described will not be allowed at ports other than those of Philadelphia, New York, and Baltimore, and, as no export bond is required, such exportations must be only in steamships of regular lines, unless otherwise specially directed by the Secretary of the Treasury.
- If goods are exported from the Exhibition buildings through any other ports than those above named, or in vessels other than those of regular lines, the usual entry for transportation and exportation must be made, and bond given as required for ordinary exports.
- The exportation of Canadian exhibits will be governed by special instructions to be hereafter promulgated. (Page 121.)
- Entry for goods sold. 6. Entry for consumption of articles sold, for delivery at close of Exhibition, may be made by exhibitors upon blank forms to be furnished by the department for that purpose, and the articles so entered shall be checked off from the lists or schedules hereinbefore referred to.
7. Goods not exported at the close of the Exhibition may be repacked in the manner herein prescribed and entered for consumption or warehouse, at the option of the owner.

B. H. BRISTOW,
Secrétaire.

(XXVIII.)

Bureau of
Transportation.

NOTICE TO EXHIBITORS OF FOREIGN GOODS.

CUSTOM HOUSE, CENTENNIAL BUILDINGS,
SURVEYOR'S OFFICE, June 20th, 1876.

The regulations of the Treasury Department, under date of June 1st, require that "each foreign exhibitor will be required to prepare a complete list or schedule of all his exhibits as soon as possible after the same are placed in position, giving a specific description of each article, and the value thereof; such list or schedule will be filed with the customs officer in charge at the Centennial buildings." Notice calling for lists of goods.

By direction of the collector of customs, notice is hereby given to the exhibitors of foreign goods, that such list or schedule must be made up and placed in the hands of the surveyor of customs on or before the 30th of June inst. Any dutiable articles found in said Centennial buildings after that date, which have not been properly scheduled and reported, will be taken in charge by the customs officers.

By order of the collector.

E. O. GOODRICH,
Surveyor of Customs.

(XXIX.)

SPECIAL REGULATIONS TO GOVERN THE SALE OF FOREIGN
GOODS AND THE COLLECTION OF DUTIES THEREON AT THE
INTERNATIONAL EXHIBITION IN PHILADELPHIA.1876.
DEPARTMENT NO. 83.
SECRETARY'S OFFICE.

TREASURY DEPARTMENT, July 21st, 1876.

A joint resolution of Congress approved July 20th, 1876, entitled "Joint resolution to amend the act approved June 18th, 1874, relating to the admission of articles intended for the International Exhibition of 1876," reads as follows:— Treasury regulations to govern the sale of goods.

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the act approved June 18th, 1874, entitled 'An act to admit free of duty articles intended for the International Exhibition of 1876,' be and the same is hereby so amended as to permit the sale and delivery, during the Exhibition, of goods, wares, and merchandise heretofore imported and now in the Exhibition buildings, subject to such additional regulations for the security of the revenue and the collection of duties thereon as the Secretary of the Treasury may, in his discretion, prescribe. Joint resolution of Congress.

"SECTION 2. That the entire stock of each exhibitor, consisting of goods wares, and merchandise imported by him and now in said buildings, is hereby declared liable for the payment of duties accruing on any portion thereof, in case of the removal of such portion from said buildings without payment of the lawful duties thereon.

Bureau of
Transportation.

"SECTION 3. That the penalties prescribed by and the provisions contained in Section 3082 of the Revised Statutes shall be deemed and held to apply in the case of any goods, wares, or merchandise now in said buildings, sold, delivered, or removed without payment of duties, in the same manner as if such goods, wares, or merchandise had been imported contrary to law; and the article or articles so sold, delivered, or removed shall be deemed and held to have been so imported with the knowledge of the parties respectively concerned in such sale, delivery, or removal."

By virtue of the authority conferred upon the Secretary of the Treasury by the foregoing joint resolution, the following regulations are prescribed to govern the sale of foreign goods, and the collection of duties thereon, at the International Exhibition at Philadelphia :—

Permit to sell.

1. No sales of foreign goods for immediate delivery will be allowed unless the owner thereof, or his agent, shall have first obtained from the collector of customs at Philadelphia a permit, in form to be prescribed by the Secretary of the Treasury, authorizing such sales. (Page 129.)

Schedule of
goods.

2. Before such a permit is granted, a complete schedule of all articles imported for the Exhibition by the person or his agent desiring to make sales, enumerating separately and in numerical order the articles intended for sale, must be filed with the proper customs officer, and actual verification and appraisement of same made and returned by the appraiser.

Accepted as an
invoice and
entry.

3. Such schedule, when duly signed and sworn to by the owner of the goods therein described, or his agent, will be treated as in the nature of a combined invoice and entry, the duties of which will be extended and liquidated thereon, and a record made thereof, in a book to be kept for that purpose, in debit and credit form. (Page 128.)

Daily return of
goods sold.

4. Each exhibitor, or his agent, holding a permit, will be required to keep an accurate account of sales made by him, subject at all times to the inspection of customs officers; to make daily returns of goods sold, and to pay the lawful duties thereon daily, or at such times as the collector of customs may designate. Blank forms for such returns will be furnished by the Treasury Department, and the amounts paid will be duly credited upon the record prescribed by Article III. (Page 129.)

5. Any permit granted to an exhibitor under these regulations will be forfeited and summarily revoked if the holder thereof shall fail to make due payment of duties upon articles sold as required by Article IV., and the collector of the port of Philadelphia may refuse to grant a permit, or may revoke the one in force, in any case when he shall deem such action necessary for the security of the revenue.

Securing duties.

6. Upon the failure of any exhibitor or his agent to make return and pay duties on goods sold as required by Article IV., the collector will take possession of all the stock of such exhibitor in the Exhibition building, and hold the same until the duties are paid, and in default of such payment within ten days, such stock, or so much thereof as may be sufficient for the purpose of securing such duties, will be sent to the public store, and the case reported to the Secretary of the Treasury for further instructions.

7. Any exhibitor who so desires may make entry for consumption of all his goods in accordance with the provisions of Article II. of the Treasury regulations of June 1st, 1876.

8. The attention of exhibitors is especially called to the provisions of Section III. of the joint resolution aforesaid, and to Section 3082 of the Revised Statutes therein mentioned, which reads as follows :—

“SEC. 3082. If any person shall fraudulently or knowingly import or bring into the United States, or assist in so doing, any merchandise, contrary to law, or shall receive, conceal, buy, sell, or in any manner facilitate the transportation, concealment, or sale of such merchandise after importation, knowing the same to have been imported contrary to law, such merchandise shall be forfeited, and the offender shall be fined any sum not exceeding five thousand dollars nor less than fifty dollars, or be imprisoned for any time not exceeding two years, or both. Whenever, on trial for a violation of this section, the defendant is shown to have or have had possession of such goods, such possession shall be deemed evidence sufficient to authorize conviction, unless the defendant shall explain the possession to the satisfaction of the jury.”

Bureau of
Transportation.

Fraudulent
importation.

Officers of the customs are also enjoined to see that the conditions of these regulations are carefully observed, and, in case of any violation thereof, they will take such steps as may be necessary, forthwith, to carry the provisions of said section into effect.

9. The special regulations relative to the disposition of foreign goods at the International Exhibition, dated June 1st, 1876, so far only as they conflict herewith, are hereby annulled.

LOT M. MORRILL,
Secretary.

(XXX.)

CIRCULAR.—EXPORTATION OF CANADIAN GOODS FROM THE INTERNATIONAL EXHIBITION AT PHILADELPHIA.

1876.
DEPARTMENT NO. 133.
SECRETARY'S OFFICE.

TREASURY DEPARTMENT,
WASHINGTON, D. C., October 24th, 1876.

Treasury
regulations.
Exportation of
Canadian goods.

TO COLLECTORS OF CUSTOMS AND OTHERS.

I. Exportation of goods from the International Exhibition at Philadelphia can be made via the northern frontier only from the ports of Rouse's Point, Suspension Bridge, and Buffalo, over routes specially bonded for the purpose.

Ports for
exportation.

At the close of the Exhibition, all goods destined to Canada must be repacked under the supervision of customs officers, who will carefully check off all articles so packed from the schedule previously filed by the exhibitor of all his exhibits, giving a specific description of each article and the value thereof, as prescribed by the regulations of June 1st, 1876.

Repacking.

The package, when closed, will be immediately corded and sealed by the officer.

A special entry for transportation and export, in form to be prescribed by the department, will be made by the exhibitor or his agent, or by the commissioner representing the country from which the goods were imported, in which entry the packages to be exported will be described by marks, numbers, contents, and values, and a permit for exportation will be issued by the collector, and countersigned by the naval officer.

Transportation
and export
entry.

Bureau of
Transportation.
Manifests.

The packages will then be laden upon the cars for transportation to the frontier port of exportation under the supervision of the customs officers, who will see that each car is securely fastened with customs locks or seals. Triplicate manifests for each car so laden, describing the packages by marks and numbers, will be prepared and signed by the proper agent of the railroad company, one of which the collector will cause to be forwarded by the first mail to the collector or other customs officer at the port or place of destination of the car,—one will be sent with the car, and the third will be returned to the custom-house by the shipping officer with his report of lading.

Inspection of
cars and
forwarding to
destination.

II. On arrival at the frontier port, the manifest accompanying the car will be forthwith delivered to the collector or other chief revenue officer of such port, to be retained by him, and the proper inspecting officer will carefully inspect the cording, sealing, and branding of the packages, and compare them with the manifests.

Should the goods be found not to agree with the manifest, or should there be any reason to believe that any of the packages have been tampered with, changed, or abstracted, the collector will take immediate possession of the goods remaining, and send a statement of the case to the Secretary of the Treasury, at the same time notifying the collector of the port from which said goods were forwarded, and taking proper measures for their recovery.

If the packages be found to agree in all respects with the manifests, and if the cords, seals, and brands are intact, the collector will reseal the cars.

When the triplicate manifest shall have been received, it will be compared with the manifest or manifests accompanying the car, and, if they shall agree, the collector will then permit the packages to be forwarded to their final destination, and will transmit by mail to the collector of customs at Philadelphia a certificate, according to form 183 of the general regulations of the department, showing that the goods have been duly exported.

III. This certificate will be compared with the proper entry by the collector of customs at Philadelphia, and filed for reference.

Regulations for
other ports.

IV. Exportation to Canada of exhibits via frontier ports not enumerated above, or of merchandise brought from any other country than Canada, must be made under the regulations of the department governing the exportation of dutiable merchandise in transit.

Entry for
consumption.

V. Canadian goods not exported may be repacked in the presence of a customs officer, and carefully checked off from the schedule above alluded to, and entered for consumption or warehouse, at the owner's option.

Collectors on the frontier, and all concerned, are enjoined to exercise great care that the proceedings herein prescribed shall be taken in such a manner as to prevent, so far as practicable, any action on the part of the shippers whereby the latter or other persons may become liable to any of the penalties denounced by acts of Congress for violation of the revenue laws.

LOT M. MORRILL,
Secretary.

(XXXI.)

Bureau of
Transportation.TREASURY DEPARTMENT,
WASHINGTON, D. C., October 26th, 1876.

COLLECTOR OF CUSTOMS, PHILADELPHIA, PA.

SIR :—For your guidance the department adds the following special directions to the printed instructions of a general nature contained in the circular issued June 1st, July 21st, and October 24th, 1876, governing the exportation of exhibits :—

1. No bond will be required from exhibitors on the exportation of their goods at the close of the Exhibition, provided they shall be transported in accordance with existing regulations to the port whence finally exported, over a route specially bonded for such transportation.

Bonds.

2. The free entry of dutiable exhibits intended as gifts is governed by the general provisions of the acts of Congress in force prior to the Exhibition, no special provision relating to the matter having been made. The right to such free entry depends upon the nature of the gift, and to whom it is to be given.

Free entry of
gifts.

3. Articles for the use of the United States will be taken charge of by the collector, as provided for in article 369 of the general regulations, and application for free entry should be made by the proper department of the Government, the collector notifying this department of the facts in the case. In other cases a list of the articles to be presented should be forwarded to the Secretary of the Treasury, through the collector of customs, mentioning the donee and the quantity of each article, and describing the gift sufficiently to show its character, and enable the department to decide whether free entry may be legally permitted.

Articles for
United States
Government.

4. Articles belonging to foreign governments, entered for exhibition only, and having no commercial value, may be entered for exportation without a statement of the facts ordinarily required in regard to values.

Goods of foreign
governments.

5. Entries of articles belonging to private exhibitors must show the dutiable value, as indicated in the blanks furnished by the department.

Respectfully,

L. M. MORRILL,
Secretary.

(XXXII.)

INSTRUCTIONS FOR THE WITHDRAWAL OF FOREIGN GOODS
FROM THE CENTENNIAL EXHIBITION.CUSTOM HOUSE,
PHILADELPHIA, November 3d, 1876.Instructions by
Collector of
Customs,
Philadelphia.

The act of Congress, July 20th, 1876, and the regulations of the department with reference thereto, permits the sale and delivery of dutiable articles (daily returns of such sales being made) only "*during the Exhibition*," consequently

The sale of goods
to be
discontinued.

Bureau of
Transportation.

Final report of
sales.

Different ways
of withdrawing
goods and
procedure under
each.

such permission will cease with the close of the Exhibition at six o'clock on the evening of November 10th.

All exhibitors of foreign goods who have availed themselves of this act and have received "the special permit" to make such sales, will make return on the 11th of goods sold and delivered on the previous day, as heretofore, and also, on a separate blank, of all goods sold by them during the Exhibition, for delivery at its close, which will be delivered as soon as the duties have been paid thereon.

All foreign goods not sold and delivered, as above stated, may be withdrawn on and after November 11th, as follows:—

First.—By making consumption entry and payment of duties thereon.

Second.—By making warehouse entry, and giving the usual bond.

Third.—By making special entry for transportation in bond, or transportation and export.

Each and every of these respective entries may be made on a certified extract of the original invoice, if said invoice be in detail. If this cannot be procured, a bulk or consolidated invoice, giving the total valuation of the exhibit, will be accepted, if accompanied by a schedule enumerating the several articles, with their respective values, comprising the above-described consolidated invoice.

Goods entered for consumption will be delivered by a customs officer at the Centennial Buildings immediately on payment of duties.

Goods entered for warehouse, for transportation in bond, or for exportation, must be repacked under the supervision of a customs officer, who will carefully check off from the invoice or schedule referred to all articles so packed, and will cord and seal the package when closed.

When goods are entered for warehouse, the usual warehouse bond with sufficient sureties will be required, and said goods will be forwarded by bonded cars or drays to the designated warehouse.

When goods are entered for export, no bond will be required of the parties, providing the exhibits are forwarded from the Exhibition grounds by the Philadelphia, Wilmington and Baltimore Railroad Company to the port of Baltimore, or by the Pennsylvania Railroad Company to the ports of Philadelphia or New York, and from these ports by regular steamship lines plying from said ports direct to any foreign port.

Canadian goods.

Goods entered for export to Canada may be forwarded by the Pennsylvania Railroad Company to the ports of Buffalo, Suspension Bridge, and Rouse's Point; but exhibitors exporting by any other routes, through any other ports than those above named, will be required to give the usual exportation bond with sufficient sureties, unless otherwise specially ordered by the Secretary of the Treasury.

The above entries may be made by the exhibitor or his agent, or by the commissioner representing the country from which the goods were imported.

The special entry for transportation in bond, and for transportation and export, and the entry for warehouse, must describe the packages by marks, numbers, contents, values, &c., and on permit being granted by the collector said packages will be laden upon the cars of the Pennsylvania Railroad Company and the Philadelphia, Wilmington and Baltimore Railroad Company, under the supervision of a customs officer, who will see that each car is securely fastened with customs locks and seals, the above-named railroad companies having given

special bond conditioned for the safe delivery of exhibits at the ports heretofore named.

Bureau of
Transportation.

No entry for withdrawal will be accepted, nor goods delivered, unless an entry has first been made at the port of Philadelphia for the admission of the goods to the Exhibition, as provided for in department regulations of November 1st, 1875. If, therefore, any exhibitor has omitted to make such entry he should make it at once, as that is a necessary preliminary to making a withdrawal entry of any kind.

Warehouse entry
at Philadelphia
indispensable.

Exhibits belonging to foreign governments, entered for exhibition only, and having little or no commercial value, may be entered for exportation without a statement of the facts ordinarily required in regard to values, and the invoice or schedule may be of a more general character; but entries of articles belonging to private exhibitors must show the dutiable value, as indicated in the blank furnished by the department.

Goods of foreign
governments.

Application for free entry of dutiable exhibits intended as gifts to the U. S. Government, or to public, educational, or charitable institutions, must be forwarded to the Secretary of the Treasury, through the collector of customs, mentioning the donee, and giving a list of the articles, and the quantity of each, with a sufficient description to show the character of the gift and enable the department to decide whether or not free entry may legally be permitted, and except when presented to the United States, should be accompanied with a statement under oath of some officer of the institution to which presented, stating its object, whether or not regularly incorporated, &c.

Gifts.

The law does not authorize any allowance for damage to exhibits, if such damage was occasioned merely by exposure or lapse of time while they were on exhibition.

Damaged goods.

Goods on which duties were paid on regular centennial entry and which remain unsold at the close of the Exhibition may be withdrawn for exportation with benefit of drawback in the usual manner.

Drawbacks.

The necessary blanks for entries, permits, manifests, &c. will be furnished by this office.

A. P. TUTTON,
Collector.

(XXXIII.)

CUSTOM HOUSE, COLLECTOR'S OFFICE,
PHILADELPHIA, PA., December 13th, 1876.

The International Exhibition having been formally and legally closed on the tenth day of November, the regulations of the Commission requiring that exhibitors shall complete the removal of their goods, wares, and merchandise before December 31st, 1876, notice is hereby given to all exhibitors and others having foreign merchandise in the care and custody of the customs officers, that such effects must be duly entered for consumption, export, or warehouse, and removed, by the thirty-first day of December, inst., or such articles will be treated as unclaimed, and placed in the United States public warehouse.

Notice by the
Collector at
Philadelphia.

Goods treated as
unclaimed.

A. P. TUTTON,
Collector.

Bureau of
Transportation.

(XXXIV.)

[This form is furnished as a guide to shippers, but any invoice conforming thereto in substance will be accepted.]

Form of invoice. **FORM OF INVOICE OF ARTICLES INTENDED FOR THE INTERNATIONAL EXHIBITION OF 1876.***(Extract from Treasury Regulations of November 1st, 1875.)*

Regulation.

4. Invoices showing the marks, numbers, character, quantity, and foreign market value of articles intended for such Exhibition shall be authenticated by the hand and official seal of the commissioner for the International Exhibition appointed by the government of the country from which such articles are imported, and shall be made in triplicate and forwarded,—one copy to the collector of customs for the port at which it is intended such articles shall enter the United States, one copy to the collector of customs for the port of Philadelphia, and one copy to the consignee or agent of the shipper. In case it shall be impracticable to obtain the authentication of a commissioner under official seal, verification by a consular officer of the United States may be accepted instead.

Invoice of articles intended to be shipped from
per steamer *to*
in the United States, by
and consigned to
for exhibition at the International Exhibition of 1876, at Philadelphia.

MARKS.	NOS.	DESCRIPTION OF ARTICLES.	VALUE.

[On the back of the above was printed the following :—]

OATH OF OWNER, MANUFACTURER, OR DULY AUTHORIZED AGENT OF SUCH OWNER OR MANUFACTURER.

I, ———, of ———, do solemnly and truly declare that I am the *—— of the goods, wares, and merchandise in the annexed invoice mentioned and described; that the said invoice is in all respects true; that it contains a true and full statement of the actual market value of said goods, wares, and merchandise at the time and place when and where the same were purchased, procured, or manufactured; of the actual quantity of said goods, wares, and merchandise, and of all charges thereon; that no discounts, bounties, or drawbacks are contained in said invoice, except such as have been actually allowed thereon; and that no invoice different from the one now produced has been or will be furnished to any one. I further declare that it is intended to make entry of the said goods, wares, and merchandise at the port of Philadelphia, in the United States of America, for exhibition at the International Exhibition of 1876.

(SIGNED IN TRIPLICATE.)

_____.

Personally appeared before me the above-named ———, and took and subscribed the foregoing oath. And I do certify that I am satisfied that the articles described in the annexed invoice are intended in good faith to be exhibited at the International Exhibition of 1876, at Philadelphia.

In Testimony Whereof, I hereto set my hand and official seal, this ——— day of ———, 187—

† *Commissioner for the International Exhibition of 1876, at Philadelphia.*

* Insert "owner," "manufacturer," or "duly authorized agent of the owner," (or manufacturer,) as the case may be.

† If such commissioner is not authorized to administer oaths, the invoice must be verified by a U. S. consular or consular agent, and the authentication of the commissioner, under official seal, as to the good faith of the exhibitor may be added.

(XXXV.)

Bureau of
Transportation.

1776.

(Act of June 18th, 1874.
Regulations of November 1st, 1875.)

1876.

UNITED STATES OF AMERICA.—CENTENNIAL EXHIBITION.

Entry No. Custom House, Port of Philadelphia,, 187 .

SPECIAL ENTRY FOR WAREHOUSE OF ARTICLES INTENDED
FOR THE INTERNATIONAL EXHIBITION OF 1876,Form of special
warehouse entry.

Imported on the day of, 187 , by
in the, Master, from, and
transported from to Philadelphia.

Marks.	Numbers.	Packages and Contents.						Dutiable Value of each Package.

(On the back of this blank was the following form of oath :—)

DISTRICT AND PORT OF PHILADELPHIA.

CONSIGNEE'S, IMPORTER'S, OR AGENT'S OATH.

I,, do solemnly, sincerely, and truly swear that the invoice and bill of lading now presented by me to the collector of Philadelphia are the true and only invoice and bill of lading by me received, of all the articles, goods, wares, and merchandise intended for the International Exhibition of 1876, at Philadelphia, imported in the, whereof is Master, from, for account of any person whomsoever for whom I am authorized to enter the same; that the said invoice and bill of lading are in the state in which they were actually received by me, and that I do not know or believe in the existence of any other invoice or bill of lading of the said articles, goods, wares, and merchandise; that the entry now delivered to the collector contains a just and true account of the said articles, goods, wares, and merchandise according to said invoice and bill of lading; that nothing has been, on my part, nor to my knowledge on the part of any other person, concealed or suppressed, whereby the United States may be defrauded of any part of the duty lawfully due or which may become due on the said articles, goods, wares, and merchandise; that the said invoice and the declaration thereon are in all respects true and were made by the person by whom the same purport to have been made; and that if at any time hereafter I discover any error in the said invoice or in the account now tendered of the said articles, goods, wares, and merchandise, or receive any other invoice of the same, I will immediately make the same known to the collector of this district. And I do further solemnly, sincerely, and truly swear that, to the best of my knowledge and belief, is the owner of the articles, goods, wares, and merchandise mentioned in the annexed entry; that the invoice now produced by me exhibits the actual cost or fair market value at of the said articles, goods, wares, and merchandise, all charges thereon, and no other or different discount, bounty, or drawback, but such as has been actually allowed on the same.

Sworn to this day
of 7 ,
before me,

Deputy Collector.

OWNER'S OATH.

I,, do solemnly, sincerely, and truly swear that the entry now delivered by me to the collector of Philadelphia contains a just and true account of all the articles, goods, wares, and merchandise intended for the International Exhibition of 1876, at Philadelphia, imported by or consigned to me, in the, whereof is Master, from, that the invoice which I now produce contains a just and faithful account of the actual cost of the said articles, goods, wares, and merchandise, of all charges thereon, including charges of purchasing, carriages, bleaching, dyeing, dressing, finishing, putting up and packing, and no other discount, drawback, or bounty, but such as has been actually allowed on the same; that I do not know nor believe in the existence of any invoice or bill of lading other than those now produced by me; that they are in the state in which I actually received them; and that the said invoice and the declaration thereon are in all respects true and were made by the person by whom the same purport to have been made. And I do further solemnly, sincerely, and truly swear that I have not, in the said entry or invoice, concealed or suppressed anything whereby the United States may be defrauded of any part of the duty lawfully due or which may become due on the said articles, goods, wares, and merchandise; and that if at any time hereafter I discover any error in the said invoice, or in the account now produced of the said articles, goods, wares, and merchandise, or receive any other invoice thereof, I will immediately make the same known to the collector of this district.

Sworn to this day
of 187 ,
before me,

Deputy Collector.

Bureau of
Transportation,

(XXXVI.)

1776.

(Act of June 18th, 1874.
Regulations November 1st, 1875.)

1876.

UNITED STATES OF AMERICA.—CENTENNIAL EXHIBITION.

SPECIAL PERMIT TO SEND ARTICLES, IMPORTED FOR THE IN-
TERNATIONAL EXHIBITION OF 1876, TO THE CENTENNIAL
BUILDINGS.

Entry No. CUSTOM HOUSE, PHILADELPHIA.

Special form of
permit.*To the Inspector:*

COLLECTOR'S OFFICE, 187

You are directed to send to the Exhibition Buildings the fol-
lowing articles intended for the International Exhibition, and duly entered by

MARKS.	No.	DESCRIPTION OF MERCHANDISE.	

Imported on the day of, 187 , in the

....., Master, from

*Collector.**Naval Officer.*

(XXXVII.)

FORM OF AFFIDAVIT MADE TO LISTS OF GOODS FOR SALE
UNDER REGULATION, JULY 21st, 1876.

AGENT'S OATH.

Affidavit to list
of goods.

I,

agent of

do solemnly, sincerely, and truly declare and swear that the foregoing schedule
contains a complete list of the goods of the above exhibitor; that the quantities
and values therein given are true, to the best of my knowledge, information,
and belief. I further swear that I will faithfully comply with the department's
regulations as set forth in circular of July 21st, 1876.Sworn and subscribed before me, }
this day }
of 1876. }*Acting Deputy Collector.*

(XXXVIII.)

Bureau of
Transportation.1776. { UNITED STATES OF AMERICA.—CENTENNIAL } 1876.
EXHIBITION.

DAILY RETURN and entry of dutiable articles sold by _____, exhibitor, _____ Section, on the _____ day of _____, 1876, the same having been heretofore returned to the custom house and enumerated in Schedule No. _____ by said exhibitor. Form of return of daily sales.

No. of Article per Schedule.	DESCRIPTION OF ARTICLES.	VALUE.	DUTIES.

I CERTIFY, On oath, that the foregoing is a true account of all articles sold by me on the _____ day of _____, 1876.

Sworn to before me this _____ day of _____, 1876.

Deputy Collector.

(XXXIX.)

1776. { UNITED STATES OF AMERICA.—CENTENNIAL } 1876.
EXHIBITION.SPECIAL PERMIT TO SELL AND DELIVER FOREIGN GOODS IN
EXHIBITION BUILDINGS.

CUSTOM HOUSE,

PHILADELPHIA, _____ 1876.

Special permit to
sell goods.

_____, an exhibitor in the _____ section, having fully complied with all the requirements of the treasury regulations of July 21st, 1876, governing the sale of foreign goods at the International Exhibition, permission is hereby granted him to make sales, with immediate delivery, of articles exhibited by him, consisting of _____

_____ which are particularly described and enumerated in the schedule filed by said exhibitor, numbered _____.

Such sales may be made from day to day so long as said exhibitor shall make daily returns of sales to the proper customs officer, and, in accordance with said regulations, pay duties upon all articles sold.

Witness my hand and official seal this _____ day of _____ 1876.

[SEAL]

(This permit must be kept in a conspicuous place in or upon the exhibitor's case.)

Collector.

Bureau of
Transportation.

(XL.)

1776.


(Act of June 18th, 1874.
Regulations of November 1st, 1875.)

1876.

UNITED STATES OF AMERICA.—CENTENNIAL EXHIBITION.

SPECIAL MANIFEST OF ARTICLES FOR THE CENTENNIAL
EXHIBITION.Form of special
manifest.

Laden in car No. of the R. R. at
for immediate transportation to the Centennial buildings, at the port of Philadel-
phia, State of Pennsylvania, by way of to be delivered to the
Collector or other proper officer of the Customs on arrival at the place of desti-
nation, viz.:—

Marks.	Nos.	Packages.	Contents.	Shipper.	Consignee.
Photograph  of Seals.					

(To be signed by conductor or agent of Transportation Company.)

Agent.

(On the back of this blank was the following certificate:—)

PORT OF 187

I certify that the within manifest is correct; that the articles therein described
have been laden under my supervision on board car No. of the
..... Company.

Inspector of Customs.

CONDUCTOR OR AGENT'S REPORT OF ARRIVAL.

PORT OF 187

The within-described articles have arrived at this port, and are now on board
car No. at the Centennial Grounds.

Agent.

(XLI.)

Bureau of
Transportation.BOND OF IMPORTER UPON WITHDRAWAL FOR REPAIRS OF DAM-
AGED ARTICLES ENTERED FOR THE CENTENNIAL EXHIBITION.

KNOW ALL MEN BY THESE PRESENTS, That we, _____

 _____, as principals,
 and _____

 as sureties, are held and firmly bound unto the United States of America
 in the sum of _____ dollars,
 to be paid to the United States, for the payment whereof we bind ourselves, our
 heirs, executors, administrators, and assigns, jointly and severally, firmly by these
 presents. Witness our hands and seals, at the port of _____,
 this _____ day of _____, eighteen hundred and
 seventy-six.

WHEREAS, Certain goods, wares, and merchandise, consisting of _____

 were originally imported at the port of _____, in the
 whereof _____ is master, from _____
 on the _____ day of _____, eighteen hundred
 and seventy-six;

AND WHEREAS, The above-bounden principals have entered the same at the
 port of Philadelphia for exhibition at the International Exhibition of 1876, under
 the provisions of the act of Congress, approved June 18th, 1874, entitled "An
 act to admit free of duty articles intended for the International Exhibition of
 eighteen hundred and seventy-six," and the regulations of the Treasury Depart-
 ment made in pursuance thereof, as per special warehouse entry No. _____, in
 which said goods, wares, and merchandise are also described and set forth; and
 it appearing that said articles have been damaged by breakage, and permission
 having been granted to said principal to withdraw the same from the exhibition
 buildings for the purpose of having the necessary repairs thereon made.

NOW, THEREFORE, THE CONDITION OF THE ABOVE OBLIGATION IS SUCH,
 That if said goods, wares, and merchandise shall, in accordance with the regula-
 tions of the Treasury Department, be duly returned to the exhibition buildings
 within _____ days, and duly deposited in the place assigned for their
 exhibition, then this obligation to be void; otherwise, to remain in full force.

Signed and sealed in presence of

_____[SEAL]

 _____[SEAL]

 _____[SEAL]

Bureau of
Transportation.

(XLII.)

SPECIAL BOND.—INTERNATIONAL EXHIBITION.

Special bond
securing duties.

KNOW ALL MEN BY THESE PRESENTS, That we,.....

.....
as principals, and.....

.....
as sureties, are held and firmly bound unto the United States of America in the sum of.....dollars, to be paid to the United States; for the payment whereof we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, firmly by these presents. Witness our hands and seals, at the port of....., this.....day of....., eighteen hundred and seventy-six.

WHEREAS, Certain goods, wares, and merchandise, consisting of.....
.....
were originally imported at the port of....., in the.....
whereof.....is master, from.....on the.....
day of.....eighteen hundred and seventy-six;

AND WHEREAS, The above bounden principals have this day entered the same at the port of Philadelphia for exhibition at the International Exhibition of 1876, under the provisions of the act of Congress, approved June 18th, 1874, entitled "An act to admit free of duty articles intended for the International Exhibition of eighteen hundred and seventy-six," and the regulations of the Treasury Department made in pursuance thereof, as per special warehouse entry number....., in which said goods, wares, and merchandise are also described and set forth.

NOW, THEREFORE, THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, That if said goods, wares, and merchandise shall, in accordance with the regulations of the Treasury Department, be and remain in the place duly assigned for their exhibition during the continuance of said Exhibition and at the close thereof shall be regularly entered either for consumption, warehouse, or export, then this obligation shall be void; otherwise, to remain in full force.

Signed and sealed in presence of

.....[SEAL]

.....[SEAL]

.....[SEAL]





OCT.68



N MANCHESTER,
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